

MARITIME HERITAGE MINNESOTA

ANN MERRIMAN

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Log Book 26 of the USS Essex

January 1, 1889 - May 11, 1889

The Day-to-Day Operations of Shipbuilder Donald
McKay's Last Ship



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USS *Essex* Log Book 26

Finding Aid

Adams class ship USS *Essex* (IX-10) was designed and constructed by premier North American shipwright Donald McKay. Her keel was laid down in 1874 and she was launched in 1876. She was a three-decked wooden screw steamer sloop-of-war with auxiliary sail (bark-rigged). She was 185 feet long, 35 feet in the beam, had a 14.25-foot draft, and was 1,375 tons. When commissioned, she carried six big guns, all muzzle loaders: one XI-inch and four IX-inch Dahlgren Naval Artillery guns, and one 60-pound Parrott Rifle. The ship's armory carried dozens of small arms including rifles, pistols, revolvers, and cutlasses. Further, she carried six auxiliary boats including a launch, two cutters, a whale boat, one gig, and a dinghy. The combinations of guns and watercraft carried on board USS *Essex* could change from log book to log book. She served with the US Navy in active duty and as a training ship with the Ohio Naval Militia, the Illinois Naval Militia, and the Minnesota Naval Militia. She was intentionally burned on Minnesota Point in Lake Superior at Duluth in 1931. Her Minnesota Archaeological Site Number is 21-SL-1030 and she is a National Register of Historic Places Property.

Maritime Heritage Minnesota digitized the 62 known USS *Essex* log books held at the National Archives in Washington, DC, and at the US Naval Academy in Annapolis in 2010. The log books consist of the daily activities on board the *Essex* as recorded by deck officers on duty. Those deck notes were then transcribed to be the official log of the *Essex* that were sent to the Navy Department in Washington, DC, where they were bound into their current book form. At the beginning of most log books, there are: a title page, two list of officers pages, a crew complement page (listing the crew by rank and job), an armaments page (list of the different large guns, boats, and small arms), and two pages of compass observations. Not all log books contain these pages and some include additional information, including a plan and section of the *Essex* in Log Books 8 and 9 and four pages of directions on how to fill out log pages in Log Book 21. Sometimes two transcribed versions of log pages were sent to the Navy Department and duplicate books were produced. However, sometimes the duplicate books were not bound with exactly the same pages, so some books overlap each other in date. Also, some log book pages have writing too close to its spine edge and after binding, some words and numbers were 'lost' in the spine if the binding remained tight over the decades. Further, it must be kept in mind that the names of ships, both American and foreign, as well as geographical locations usually expressed in different languages will have variations in spelling. With this in mind, the deck officers of the *Essex*, when writing the log pages, may misunderstand what the actual name of a ship or geographical marker actually is and their handwriting may present challenges or be nearly illegible. The digitization and editing of the USS *Essex* log books were made possible with funding provided by the Minnesota Historical and Cultural Heritage Grant.

program, part of the Arts and Cultural Heritage Fund of the Clean Water, Land and Legacy Amendment.

Log Book 26 of the USS Essex: January 1, 1889-May 11, 1889

The National Archives houses USS *Essex* Log Book 26. Throughout Log Book 26, comments were made on:

- sail adjustments with sail type and action specified
- banking of boiler fires in order to put the ship on stand-by for immediate use
- coupling and uncoupling the propellor when the ship was shifting from steam to sail and *vice-versa*
- when under steam the different watches record the average steam boiler pressure and engine revolutions
- lowering of smokestack and proceeded under sail and *vice-versa* when the *Essex* was underway
- when anchored nearly every watch described the state of the anchor cables: crossed ('cross in hawse, stbd chain on top' or 'Elbow in hawse') and often will mention 'clearing the hawse' (the crossed anchor cables were uncrossed)
- casting deep sea lead for soundings
- swinging the ship to test for compass deviation
- patent log readings
- water distillation using the ship's boilers to produce freshwater and refilling the freshwater tanks
- coaling of the ship
- weather recording: temperature, wind speed and direction, barometer readings, state of the sea
- recording the ship's behavior (heavy rolling or pitching)
- crew conducting ship maintenance: engine maintenance/repair, boiler maintenance/repair, general ship cleaning, bilge cleaning and checking pumps, scraping and painting - and sometimes tarring and caulking - the ship's hull and infrastructure, rigging repair/replacement, repairing sails, steam cutter maintenance/repair
- crew conducting drills: target practice with the main battery (great guns), floating target practice, boat drills - all hands called to arms and away all boats for naval tactics under sail and oars, general quarters drills, small arms drills, fire drills, watch signal drills
- receiving fresh water from shore through pumps or lighter
- receiving provisions and stores: food, medical supplies, clothing, engineering gear, construction
- Quarterly Board of Survey's findings of condemned articles on board (food, equipment) and their fate (food was usually tossed overboard) from the inventories of the different ship's departments (Ordnance, Engineering, Navigation, Equipment, Medical, Pay)
- crew quarters inspection
- liberty parties sent ashore
- crew members are discharged at their own request (DOR)

- lists of new crew members - recruits or transfers from other ships- taken on board during a cruise
- crew transfers to other ships
- crew members in solitary confinement or other punishments for various infractions, AWOL crew, general and summary court martial proceedings, AWOL crew put in irons
- rewards offered for the return of AWOL crewmen
- weekly Sunday services; after the services, once a month, the Articles for Better Government of the Navy were read to the crew

NOTE: The *Essex* deck officers who recorded the daily happenings on the ship often translated the names of non-American ships incorrectly. MHM determined the correct spellings of the ships and those corrections are reflected in the Finding Aid, not the poorly transliterated ship names.

At the beginning of Log Book 26, in January 1889, USS *Essex* was anchored in Shanghai, China, under Commander Theodore Frelinghuysen Jewell. USS *Essex* was assigned to the US Asiatic Squadron. On January 1, the crew broke out the ship's 'homeward bound' pennant and Commander Jewell and his wardroom officers paid their respects to the Commander-in-Chief of the Asiatic Squadron Rear Admiral Ralph Chandler. Two days later, *Essex* signaled their sick report to American sloop Flagship USS *Marion*, and left Shanghai Harbor for the United States - to the cheers of the crews of the men-of-war moored nearby. With a pilot on board, *Essex* stood down the Yangtse River and once clear, the ship anchored and the whale boat transported the pilot to the nearby lightship; *Essex* was underway two hours later. Heading to the southwest for two days, the patent log propellor was lost overboard and the crew exchanged signals with a passing English steamer. On January 6, it was noted that the engine raced badly at times with no reason given and the ship was rolling easily. The next day, *Essex* anchored in Hong Kong Harbor; Commander Jewell and his officers exchanged visits with British gunboat HMS *Merlin*, French flagship *Turene*, Chinese cruiser *Ping Yuen*, armored cruiser Flagship HMS *Imperieuse*, and German gunboat *Wolf*. *Essex* took on coal in preparation to leave Hong Kong, and received official visits from the Commanding Officers of the men-of-war in harbor: four English, one German, one French, and one Chinese. *Essex* departed Hong Kong and the next day, checked the magazine and shell room flood cocks, along with the electrical batteries, and all were found in working order.

On January 10, the crew repaired the foot of the jib and passed a number of junks sighted heading south. Two days later, a steamer was sighted and on January 13 at 11 am, the crew adjusted the ship's clock, setting it back 12 minutes for local time. The crew conducted target practice with a floating target and repaired the steam cutter. On January 15, three steamers were sighted, and the crew was busy cleaning the ship's side, scrubbing off iron rust. *Essex* anchored in Singapore Harbor and the next day, the Sailmaker repaired the main topgallant sail. Commander Jewell received an official visit from an officer of the training brig HMS *Wanderer*; an *Essex* officer was sent to return the courtesy. While at anchor, *Essex* took on coal for the next leg of her trip back to the

US. On January 17, *Essex* left Singapore Harbor and for the next six days, she passed two steamers, went through the Malacca Straits, and had boiler issues. The Engineering Gang hauled fires in boilers #5 and #7 to repair a leak and later re-connected boilers #5 and #7, but then hauled their fires again to repair another leak. This routine was repeated a day later and again in an additional two days later. The Sailmaker's Mate engaged in making hammocks and fitted new straps on the upper blocks of the topsail halliards. On January 23, the crew spotted an unusual number of flying fish and exercised at the great guns. The next day, a whale was sighted, and the watch was instructed on maritime signals.

Taking soundings as the ship approached Ceylon (Sri Lanka), *Essex* exchanged colors with the English steamer *Lowland* and conducted drills in divisions, pistols, rifles, bayonets, and great guns. On January 25, *Essex* moored in Colombo, Ceylon and an officer was sent to the US Consul to offer the usual courtesies - and the crew broke out the 'Homeward Bound' pennant. The US Vice-Consul visited the ship and she was re-provisioned and coaled. Liberty parties were sent ashore, inspections were conducted of the ship and of the crew at quarters, and work crews cleaned the fire and engine room bilges. And as it appeared in the log book, 'A party of American baseball tourists visited the ship'. In actuality, *Essex* became part of the 'Famous *Around the World* Tour of American Baseball Teams'; the crew enthusiastically watched baseball and set the ship's boats to transfer the players to *Essex* for a tour. When the ship carrying the baseball players passed *Essex*, leaving Colombo, her crew 'manned the yards' in salute.* On January 29, *Essex* left Colombo Harbor and passed several steamers. The next day, she hauled fires under boilers #1 and #3 boilers on account of a leak and started fires under boilers #6 and #8.

For the first week of February, *Essex* headed westward across the Arabian Sea. On February 4, the ship passed through several large schools of phosphorescent jelly fish; the crew tested the flood cocks and inspected the gun cotton. Over the next few days, *Essex* exchanged colors with an English barque, connected boilers #1 and #3, and headed up the Gulf of Aden. The crew conducted signals class and fire drills, lost one pair of common binoculars overboard, and on February 9, the ship passed three eastbound steamers and anchored in Aden Harbor. For the next three days, courtesy visits were exchanged between *Essex* and officers of sloop HMS *Osprey*, French corvette *Saone*, the US Consul, and an English Army officer acting as the representative of the Commanding General of Aden. The ship was coaled and provisions were taken onboard, and a crewman was brought back to *Essex* and put in irons, having sneaked ashore to get drunk and taken into custody by local police. A French man-of-war and the Italian cruiser *Dogali* entered the harbor and anchored; pleasantries were exchanged. Also, the Peninsular and Oriental Steam Navigation Company mail steamer *Khedive* anchored in the harbor.

On February 12, *Essex* departed Aden, headed west, and passed two eastbound steamers. The next day, she passed through the 'small strait' of Bab-el-Mendeh, passed several steamers, and stood up the Red Sea. Over the next week, *Essex* passed 12 steamers heading south and exchanged colors with an English steamer, a P&O mail

steamer, and a northbound French steamer. Along the way, the crew shifted some armaments and consumed all the coal stored on deck. On February 19, *Essex* stood into the Gulf of Suez and into the next day, she sighted six southbound steamers and one northbound steamer. The ship anchored at the entrance to the Suez Canal, took a health officer on board, and *Essex* was directed into a quarantine berth for 24 hours; for an unknown reason, the bills of health from ports visited by the ship were not on board.

On February 21, the Engineers Gang hauled fires in boilers #5 and #7 due to a leak in #5 and the crew drilled in divisions at stations and at single sticks. The ship received an official visit from the US Commercial Agent to the Port of Suez and Lt. Wainwright, along with and four naval cadets left *Essex* for five days. The next day, the crew dressed the ship for George Washington's birthday and received a visit from an officer from the English iron troopship HMS *Euphrates*; the visit was reciprocated. A local diver from the shore was hired to repair the main injection valve outside ship, while the crew painted the outer hull.

On February 23, an *Essex* officer was sent to the Egyptian lighthouse tender *A'Ida* to offer thanks for the courtesy of joining *Essex* in dressing in commemoration of Washington's birthday. While making preparations to enter the Suez Canal, an Italian gunboat entered the channel and continued through, while engineers hauled fires in boilers #5 and #7 due to a leak in #5. *Essex* entered the canal with a Canal Company pilot at the conn on February 25. Along the way, she tied up at two canal stations to allow steamers to pass and entered the Great Bitter Lake. *Essex* moored for the night in the Great Bitter Lake and at sunset displayed lights as required by Canal regulations. During the night watch, the crew tended the ship's mooring lines as a steamer passed.

After being passed by four steamers - one being the P&O steamer *Rosetta*, *Essex* got underway and in line, only stopping to change pilots at Lake Timsali (Timsah). Once there, Lt. Wainwright and the naval cadets returned from their leave, caught up with *Essex*. Again underway, *Essex* anchored at Port Said during the afternoon watch of February 26. The ship received visits from the US Consul, and Egyptian, Italian, and English gunboats, as well as the French battleship *Vauban*. The next day Commander Jewell made official visits to the Italian, English, French and Egyptian ships, while the Commanders of the Italian steel gunboat *Andrea Provana* and Egyptian coastal gunboat *Saria* visited *Essex*. The ship took on coal and on February 28 left Port Said heading to the northwest. She passed two steamers and then took in all her sails due to a sudden wind shift.

On March 1, 1889, *Essex* continued heading northwest in the Mediterranean Sea, and sighted one westbound steamer. While underway the next day, the Marines drilled with bayonets and skirmishes. The Engineering Gang stopped the engine to tighten up the crosshead bolts of high pressure cylinder and sighted a steamer bound for the northeast. On March 3, *Essex* passed two more eastbound steamers and sighted the Island of Crete off the starboard side of the vessel. Later that day, the crew spotted Gavdos Island Light off the southwest shore of Crete. While underway, the crew tested the flood cocks, electrical connections, and inspected the gun cotton. Over the next

three days, *Essex* continued through the Mediterranean Sea, sighting three eastbound steamers and she anchored at buoy No. 4 in Valletta Harbor, Malta. *Essex* exchanged official visits and pleasantries with the officer representing the British Rear-Admiral commanding the Malta Dockyard, from the US Consul, and the English ironclad battleship HMS *Benbow*.

On March 8 Commanding Officer of torpedo gunboat HMS *Landrail* visited the ship and HMS *Benbow* and an English troopship left the harbor. Over the next few days, *Essex* issued rewards for the return of AWOL crewmen, HMS *Landrail* went to sea, battleship HMS *Edinburgh* left drydock, and *Essex* was underway on March 12. Heading northwest toward Gibraltar, the ship sighted nine steamers, exchanged signals with an English yacht and colors with a Norwegian steamer, and the crew fixed the jib. On March 18, *Essex* anchored in Gibraltar Harbor was visited by ironclad HMS *Iron Duke* before she left harbor. What at anchor, the *Essex* crew prepared the sheet anchor and insured it was ready for dropping if the need arose. Over the next five days, visits and courtesies were exchanged between *Essex* and ironclad HMS *Monarch*, ironclad frigate HMS *Agincourt*, the Commanding Officer of the dockyard, ironclad battleship HMS *Northumberland*, and protected cruiser HMS *Severn*. A steam yacht, flying the English reserve flag, came into the harbor and anchored. Commander Jewell visited with the Governor of Gibraltar, Vice Admiral Baird of the Royal Navy (commanding the Channel Squadron), and a mail steamer anchored and fired a gun to inform the port of her presence. The ship was provisioned and took on coal prior leaving Gibraltar on March 23, passing through the Strait of Gibraltar heading southwest toward the Madeira.

During the three day passage, *Essex* sighted two steamers and she anchored at Funchal, Madeira on March 26. *Essex* took on provisions and coal; during the coaling process both torpedo spars were carried away by the coal barge. Visits were exchanged between *Essex* and the US Consul to Funchal and the English corvette HMS *Ruby*. British Union Mail steamer *Moor* and an American yacht entered the harbor. On March 28, *Essex* left Madeira and proceeded into the Atlantic Ocean under both sail and steam. Small arms target practice was conducted with a towed floating target and the towrope broke. The ship stopped and sent the whale boat to retrieve target. Later, *Essex* stopped once again, this time for 28 minutes, so the Marines could fire at a target.

For the month of April 1889, USS *Essex* headed toward New York under steam and sail. On April 3, the port fore royal sheet was carried away and repairs were made, the bilge pumps were turned on and the ship was pumped, and the fore top gallant sheet was carried away from chafing and repairs were made. The next day, *Essex* passed a large quantity of 'gulfweed' (sargassum), a form of brown seaweed. On April 9, the screw painted the smokestack and trim; two days later, they cleared the propellor of patent log of fouling. On April 12, the crew observed unusually large quantities of seaweed - possibly gulfweed. Also on that day, *Essex* stopped steaming using boilers #5 and #7 due to leak in #5. Later, she stopped steaming using boilers #6 and #8. At that point, the Engineering Gang uncoupled the propellor and continued under sail alone.

The next day, the crew fired up the boilers and engine again and swung the ship for possible compass deviation and adjustment. Once again the crew hauled fires in boilers #1 and #3 due to a leak in #3. For the next 10 days, the crew conducted exercises that included shifting the #1 gun to midships port, the mean sighted and passed within 100 yards of a large drift log covered in barnacles, and a discrepancy was noted in the patent log that was found to be caused by its propeller being fouled by seaweed. Along the way, *Essex* sighted a barkentine heading northeast, an English steamer heading south, a barque and a steamer heading southeast, and she exchanged colors with an American barkentine. Observations made by the crew, when nearing the East Coast of the United States, were great fluctuations in surface temperatures of the water - the time and water temperature variations were written in the log. On April 23, the crew casted lead with the sounding machine to check water depths and later that day, *Essex* anchored in lower New York Bay. The next day, the ship up-anchored and proceeded up New York Bay and slowed down to take the health officer on board, and entered the North River (southern part of the Hudson River). *Essex* exchanged signals with frigate USS *Minnesota* and gunboat USS *Yantic*; she anchored just ahead of *Yantic* off of 28th Street in Manhattan. Commander Jewell paid an official visit to USS *Minnesota* and the Commandant of US Naval Yard, Captain Francis M. Ramsay, while the crew continued to paint the ship.

On April 25, the ship transferred court martial prisoners to US Reserve Ship *Vermont* and eight crewmen were transferred to the US Naval Hospital in Brooklyn. The Commanding Officer of *Yantic* paid an official visit to *Essex* and Commander Jewell returned the courtesy. Two naval cadets left the ship for the US Naval Academy in Annapolis, MD, and protected cruiser USS *Boston* steamed past. The next day, food stores comprised of fresh meat, vegetables, and bread received in the Paymaster Department were disbursed to the crew. Infantry drills were conducted ashore, it was determined that men had already been found AWOL, and the Commanding Office of USS *Minnesota* visited on board. Signals were exchanged with *Minnesota* and a liberty party went ashore. On April 27, *Essex* received ammunition and one 12-pound howitzer with equipment from the Brooklyn Ordnance Department; while hoisting the weapon on board, the howitzer lock was lost overboard. One man was transferred to the Marine barracks at the Navy Yard in Brooklyn. On crewman was placed on bread and water for two days for letting go of a boat fall and dropping his shipmate overboard. The next day, the ship got underway and stood downriver and came to anchor. She exchanged signals with USS *Minnesota*, USS *Boston*, sloop-of-war USS *Kearsarge*, gunboat USS *Yorktown*, sloop-of-war USS *Juniata*, and USS *Yantic* - bearings were taken of the Statue of Liberty and the Ellis Island flagstaff. Then protected cruisers USS *Chicago* and USS *Atlanta* moved in and anchored, exchanging signals. *Yorktown*, *Yantic*, and *Kearsarge* shifted their berths and *Chicago* sent a signal in Morse Code. All of the Navy ships anchored in echelon and the *Essex* crew fitted life lines in preparation for 'manning the yards'.

On April 29, the crew dressed the ship in rainbow fashion with the national ensign at the mast head; all the ships fired 21-gun salutes. With signals from *Brooklyn* and then *Chicago*, the *Essex* crew 'manned her yards' - in a high wind - with the other US Navy

ships to salute the President of the United States Benjamin Harrison. All the ships again fired 21-gun salutes for the President as he passed the column of vessels in the dispatch boat USS *Despatch*; Marine Reserve ships joined the Navy ships in the line. After the formation, *Chicago* signaled and *Essex* steamed up the North River with the other vessels - in column - and anchored. In the afternoon, *Essex* up anchored, went down the North River. The ship traveled around the Battery and in preparation to pass under the Brooklyn Bridge, the topgallant yards and masts were sent down. *Essex* went up the East River, under the bridge, and the top gallant yards and masts were sent up. *Essex* went to the Brooklyn Navy Yard in Wallabout Bay and anchored. She later moored to the ordnance dock and Commander Jewell reported to the Commandant of the Navy Yard. On April 30, *Essex* sent two infantry companies and one Marine company to join the 'naval brigade'. At noon, USS *Brooklyn* fired a 'national salute' and the companies that participated in the city of New York military parade in celebration of the "Washington Centennial". In the evening, a liberty party went into the city.

On May 1, the ship received fresh food stores of fresh beef and vegetables in the Paymaster Department for use of the crew. *Essex* once again lowered the topgallant yards and masts, stood down the East River, passed under the Brooklyn Bridge, and sent up the masts and yards. She entered Upper New York Bay and anchored off Ellis Island to fire a one-gun and then a 21-gun salute. USS *Chicago* approached, exchanged signals, and anchored. The next day, *Chicago* was towed by a tug to Navy Yard while *Essex* conducted exercises in Upper New York Bay. Commander Jewell called away all boats and equipped them for distant service and mustered the crew at stations and all hands for abandoning ship. The high pressure stuffing box in the steam cutter broke down; she was laid up for repairs.

On May 3, the Board of Inspection under Rear Admiral Jouett, with his flag flying at *Essex's* mizzen, came aboard for an inspection. The ship was 'cleared for action' and the crew worked at general quarters drills, exercised the gun divisions, Marines, and assembled the battalion. All the boats were called away, the crew went to fire quarters, provisioned and watered the boats, and abandoned ship. Extensive sail drills were conducted and the Board of Inspection and the Admiral left, with his pennant hauled down. The Engineering Gang hauled fires in boilers #5 and #7 due to a leak. The next day, the crew loaded all the ship's ammunition - loaded shell, powder, gun cotton, signals, and all other explosives from the Ordnance and Navigation Departments - onto a lighter for transfer under tow of *Essex's* boats to the Ellis Island magazine. The crew sent down the topgallant yards and masts, and under tow of the Navy Yard tug, she was moored to the Yard coal dock. Over the next five days, two crewmen were transferred to the Naval Hospital and *Essex* was stripped. Stores were sent to the Navy Yard storehouses, the coal bunkers were cleared, the anchors were landed, and the boats were sent off to the boathouse. In the process, the steam cutter was dropped upside down and a hole knocked in the port bilge by a dock piling guard. The smoke pipe, whistle, and spare bolts were all lost overboard. The Yard tug moved *Essex* to berth at ordnance dock and later shifted to the upper cob dock. On May 11, Captain J.S. Miller, Captain of the Yard, inspected the ship and relieved Commander Jewell of the charge of

the USS *Essex*. The crew was paid and discharged; the Commander and his officers left the ship in charge of the Navy Yard watchman at 3:30 pm. The log was then closed.

**Essex* and her crew are mentioned in an 1889 book that chronicled the baseball tour; a photograph of the crew 'manning the yards' is included in the publication.

Tags:

American Ships: protected cruiser USS *Atlanta*, protected cruiser USS *Boston*, sloop Flagship USS *Brooklyn*, protected cruiser USS *Chicago*, dispatch boat USS *Despatch*, sloop-of-war USS *Essex*, sloop-of-war USS *Juniata*, sloop-of-war USS *Kearsarge*, frigate USS *Minnesota*, US Receiving Ship *Vermont*, gunboat USS *Yantic*, gunboat USS *Yorktown*

British Ships: ironclad frigate HMS *Agincourt*, ironclad battleship HMS *Benbow*, battleship HMS *Edinburgh*, iron troopship HMS *Euphrates*, armored cruiser Flagship HMS *Imperieuse*, ironclad HMS *Iron Duke*, mail steamer *Khedive*, torpedo gunboat HMS *Landrail*, steamer *Lowland*, gunboat HMS *Merlin*, ironclad HMS *Monarch*, mail steamer *Moor*, ironclad battleship HMS *Northumberland*, sloop HMS *Osprey*, corvette HMS *Ruby*, protected cruiser HMS *Severn*

Egyptian Ships: lighthouse tender *A'Ida*, coastal gunboat *Saria*

French Ships: corvette *Saone*, battleship Flagship *Turene*

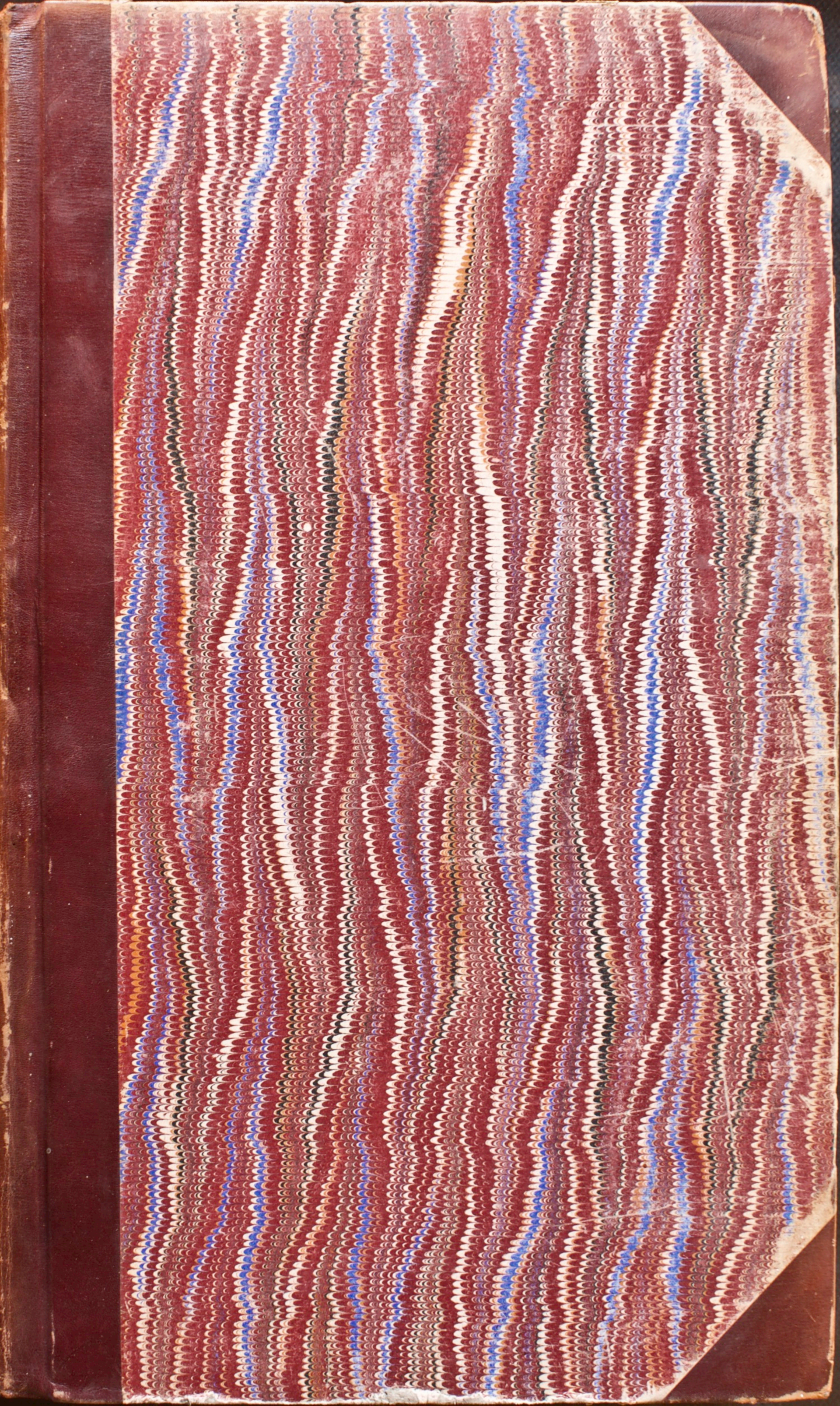
German Ship: gunboat *Wolf*

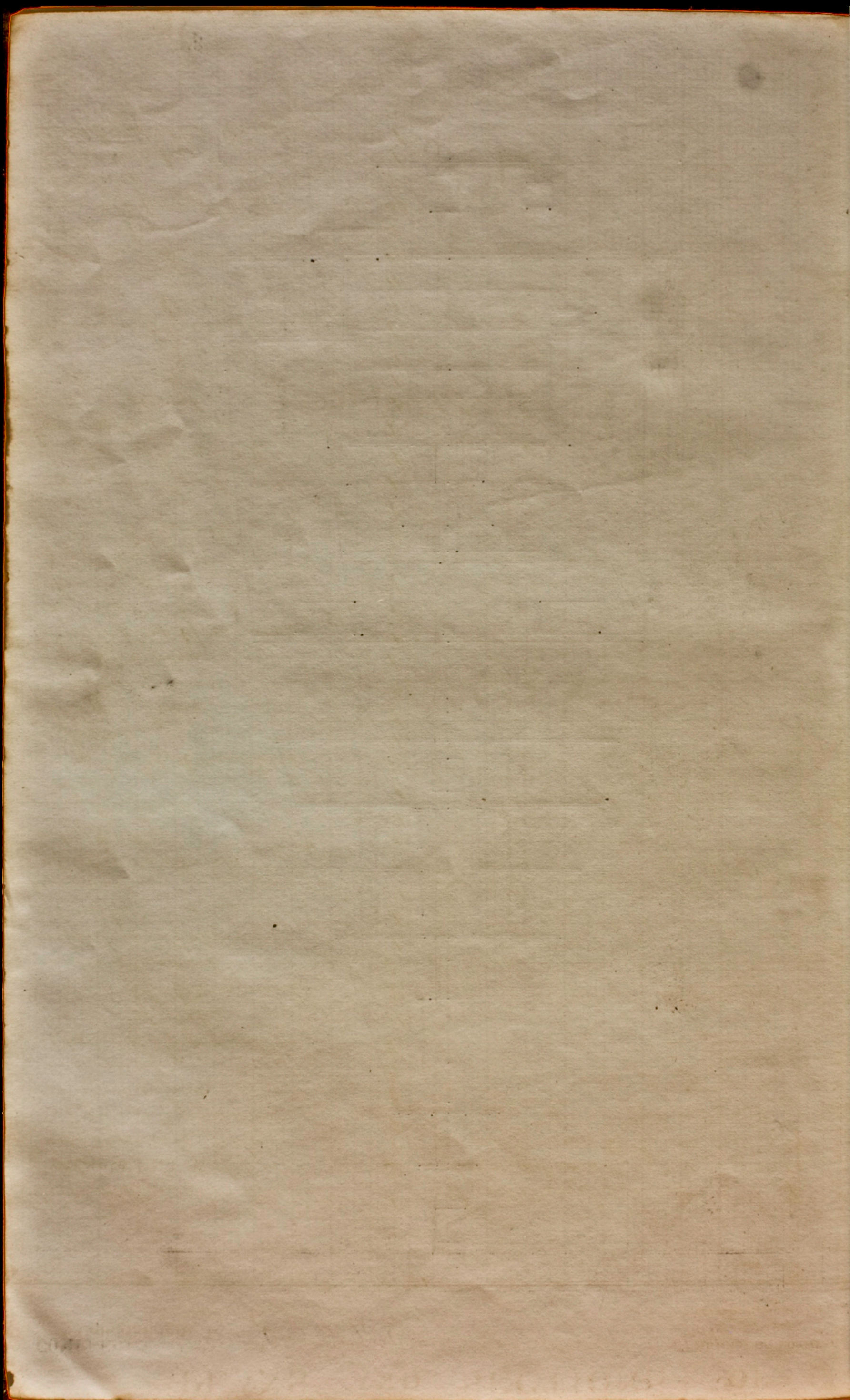
Italian Ships: steel gunboat *Andrea Provana*, cruiser *Dogali*



USS *Essex*

The crew of USS *Essex* 'manning the yards' in Colombo, Ceylon, during the 'Around the World Tour of American Baseball Teams'.





LIST OF OFFICERS

Attached to and on board of the U. S. S *Cass*, 3rd Rate, , commanded by
Commander Theo. F. Jewell, U. S. N., during the period covered by this Log-Book,
 from *January 1st*, 1889, to *May*, 1889.

NAME.	RANK.	NAME.	RANK.
<i>Jewell T. F.</i>	<i>Commander.</i>		
<i>Becknell G. G.</i>	<i>Lieut. Commander.</i>		
<i>Galloway C. D.</i>	<i>Lieutenant</i>		
<i>Gearing H. C.</i>	<i>Lieutenant.</i>		
<i>Walling B. F.</i>	<i>Lieutenant</i>		
<i>Rodman A.</i>	<i>Ensign</i>		
<i>Hoggatt W. B.</i>	<i>Ensign</i>		
<i>Comis F. J.</i>	<i>Ensign</i>		
<i>McMillan W. G.</i>	<i>Naval Cadet.</i>		
<i>Scales A. H.</i>	<i>Naval Cadet</i>		
<i>Russell F. M.</i>	<i>Naval Cadet</i>		
<i>Hudson C. E.</i>	<i>Naval Cadet.</i>		
<i>Wauwright R. D.</i>	<i>2nd Lieut. U. S. M. C.</i>		
<i>Hawke J. Q.</i>	<i>Surgeon</i>		
<i>Stivers G. W.</i>	<i>Chief Engineer</i>		
<i>Smith A. R.</i>	<i>P. Q. Paymaster.</i>		
<i>Tiffany O. C.</i>	<i>P. Q. Paymaster</i>		
<i>Barton J. K.</i>	<i>P. Q. Engineer</i>		
<i>Redgrave D. C.</i>	<i>P. Q. Engineer</i>		
<i>Sarnall M. D.</i>	<i>Pay clerk.</i>		

Examined and found to be correct.

C. D. Galloway

Lieut. U. S. N. E. Navigator.

LIST OF OFFICERS

Who have died, been detached, or transferred, on board the U. S. S *Cass*, 3^d Rate,
 commanded by *Commander Theo F. Jewell* U. S. N., during the period covered by this
 Log-Book, from *January 1st*, 1889, to *May*, 1889.

NAME.	RANK.	TIME OF OCCURRENCE AND PARTICULARS.
<i>Loomis F. J.</i>	<i>Ensign</i>	<i>Jan'y 3^d, 1889. Transferred to Hospital Shanghai China</i>
<i>McMillan, W. G.</i>	<i>Naval Cadet</i>	<i>April 25, 1889. Under orders to report to U.S. Naval Academy.</i>
<i>Scales, A. H.</i>	<i>Naval Cadet</i>	<i>April 25, 1889. Under orders to report to U.S. Naval Academy.</i>
<i>Russell, F. M.</i>	<i>Naval Cadet</i>	<i>April 25, 1889. Under orders to report to U.S. Naval Academy.</i>
<i>Hudson, L. E.</i>	<i>Naval Cadet</i>	<i>April 25, 1889. Under orders to report to U.S. Naval Academy.</i>
<i>Jewell, Theo. F.</i>	<i>Commander</i>	<i>May 1889.</i>
<i>Becknell, S. G.</i>	<i>Lieut. Comdr.</i>	<i>May 1889</i>
<i>Galloway, C. S.</i>	<i>Lieutenant</i>	<i>May 1889</i>
<i>Gearrig, H. C.</i>	<i>Lieutenant</i>	<i>May 11. 1889 Detached & ordered home</i>
<i>Walling, B. T.</i>	<i>Lieutenant</i>	<i>May 11. 1889 Same</i>
<i>Rodman, H.</i>	<i>Ensign</i>	<i>May 11. 1889 Same</i>
<i>Hoggatt, W. B.</i>	<i>Ensign</i>	<i>May 11. 1889 Same</i>
<i>Wainwright, R. S.</i>	<i>2nd Lieut. U.S. M. C.</i>	<i>May 11. 1889 Same</i>
<i>Hawke, J. A.</i>	<i>Surgeon</i>	<i>May 11. 1889 Same</i>
<i>Stivers G. W.</i>	<i>Chief Engineer</i>	<i>May 1889</i>
<i>Tiffany O. C.</i>	<i>P. Q. Paymaster</i>	<i>May 1889</i>
<i>Smith, W. R.</i>	<i>P. Q. Paymaster</i>	<i>May 1889</i>
<i>Barton J. K.</i>	<i>P. Q. Engineer</i>	<i>May 11. 1889 Detached & ordered home</i>
<i>Redgrave S. C.</i>	<i>P. Q. Engineer</i>	<i>May 11. 1889 Same</i>
<i>Sarnall M. S.</i>	<i>Pay Clerk.</i>	<i>May 1889</i>

The detachments of others were held
 by the Comdr of Navy yard until
 stores were adjusted & settled.

Log closed on May 11. at going out of
 Commission as per log of date.

COMPLEMENT of Petty Officers, Seamen, Ordinary Seamen, Landsmen, Boys, and Marines on board
of the U. S. S. *Cass*, 3^d Rate, at first commissioning

June 21st 1886.


NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.	NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.
1	Chief Boatswain's Mate,	1	1	Cabin Steward,	1
2	Boatswain's Mate,	2	1	Cabin Cook,	1
	Seamen Gunners,		1	Ward-room Steward,	1
1	Chief Gunner's Mate,	1	1	Ward-room Cook,	1
	Gunner's Mates,		1	Steerage Stewards,	1
1	Chief Quartermaster,	1	1	Steerage Cooks,	1
3	Quartermasters,	3		Warrant Officer's Steward,	
3	Coxswains,	3		Warrant Officer's Cook,	
2	Captains of Forecastle,	2	8	Seamen,	8
4	Captains of Tops,	4	16	Ordinary Seamen,	16
2	Captains of Afterguard,	2		Landsmen,	6
3	Quarter-Gunners,	3		Boys,	
1	Carpenter's Mates,	1	70	Apprentices,	74
1	Sailmaker's Mates,	1	2	Machinists,	2
1	Armorer,	1	1	Boiler Makers,	1
1	Captains of Hold,	1	3	Water Tenders,	3
1	Ship's Cook,	1	3	Oilers,	3
1	Ship's Corporals,	1	1	First-class Firemen,	1
1	Lamp-lighter,	1	6	Second-class Firemen,	6
2	Carpenters and Calkers,	2	12	Coal Heavers,	12
1	Baymen,	1	173	TOTAL,	183
1	Master-at-Arms,	1			
1	Apothecary,	1			
1	Ship's Yeoman,	1			
1	Paymaster's Yeoman,	1			
1	Engineer's Yeoman,	1			
1	Schoolmaster,	1			
1	Ship's Writer,	1		ADDITIONAL FOR FLAGSHIP.	
1	Ship's Tailor,	1		Master of the Band,	
1	Ship's Barber,	1		Chief Musician,	
1	Painter,	1		First-class Musicians,	
1	Bugler,	1		Second-class Musicians,	
1	Jack of the Dust,	1		Printer,	
1	Blacksmith,	1		Steward to Commander-in-chief,	
				Cook to do.	
				Coxswain to do.	
				Seamen to do.	
				Ordinary Seamen to do.	
				Landsmen to do.	

Examined and found to be correct.

Ed. Calloway
Lieut. U. S. N., Navigator.

U. S. S

Description of Instruments used for Meteorological Observations, their Location, &c.

INSTRUMENT.	MAKER.	NUMBER.	LOCATION.	DATE OF LAST COM- PARISON.	COMPARED WITH—	ERROR.
MERCURIAL BAROMETER.	<i>Jas. Green</i> <i>New York</i>	<i>1496</i>	<i>Capt. Office</i> <i>aback</i> <i>Armory.</i>	<i>June 4, 88</i>	<i>U. S. F. S. Brooklyn</i>	<i>-.03</i>
ANEROID BAROMETER.			<i>Cabin</i> <i>Bulkhead</i>			
THERMOMETER, (Dry Bulb.)	<i>J. & A. J. Green</i>	<i>1520</i>	<i>Miz. Mast</i> <i>under</i> <i>Poop Deck.</i>	<i>March 30th 1885</i>	<i>Signal Office</i> <i>Washington</i>	<i>18" 0.3</i> <i>To To</i> <i>+ 112° + 0° 1</i>
THERMOMETER, (Wet Bulb.) (Psychrometer.)	<i>J. & A. J. Green</i>	<i>1534</i>	<i>Same</i>	<i>Same</i>	<i>Same</i>	<i>18° 0° 6"</i> <i>7° 7°</i> <i>20 + 0° 1</i>

Examined and found to be correct.

C. D. Galloway
Lieut & Navigator.

ARMAMENT

Of the U. S. S

PRIMARY.

NO. OF GUNS.	CAL.	MARK.	DESCRIPTION.	CARTRIDGE.		PROJECTILES.		CARRIAGES.	REMARKS.
				POWDER.	WEIGHT.	KIND.	WEIGHT.		
No. 365 364 368 368	9"	C.A. & Co.	S.B. Cannon	10 1/2	13 lbs.	Shot	90 lbs.	No. 4	Broadside.
						Shell	75 "	18	
						Grape	70 "	74	
						Canister	70 "	52	
No. 13	8"	B.F.	Converted Rifle S. B. & Co.	34		Butler	168	No. 31	Iron Pivot.
	60 Pdr.		Same Rifle	6		Canister	55 "		Directing Bar.

SECONDARY.

No. 14 45 Gatling

BOAT ARMAMENT.

One 12 Pdr. Light S. B. Sahlgren
One 3" B. L. R.

SMALL ARMS.

75 Hotchkiss Repeating Rifles, Cal. 45
75 Colts Revolvers 38
70 Cutlasses

Examined and found to be correct.

Ed. Galloway

Lieut. U. S. N., Ed Navigator.

TABLES of Deviation of the Standard Compass No. 8, 9, 10, 11 on board the U. S. S Essex

	No. 8	No. 9	No. 10	No. 11		
DATE:	Mar. 1, 1889	April 13, 1889	April 15, 1889			
PLACE OF OBSERVATION:	Med. Sea	Atlantic Ocean	Atlantic Ocean	Atlantic Ocean		
LATITUDE:	32° 04' N.	23° 25' N.	24° 59' N.	31° 38' N.		
LONGITUDE:	30° 40' E.	55° 01' W.	60° 28' W.	69° 29' W.		
OBSERVED VARIATION:	5° 10' W.	8° 41' W.	6° 12' W.	5° 45' W.		
SHIP'S HEAD BY COMPASS.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.
NORTH.	0° 40' E.	0° 41' E.	0° 11' E.	1° 17' E.		
N. by E.						
N. N. E.		1° 44' E.	2° 23' E.	2° 47' E.		
N. E. by N.						
N. E.	1° 37' E.	2° 57' E.	3° 12' E.	3° 21' E.		
N. E. by E.						
E. N. E.		3° 19' E.	3° 24' E.	4° 43' E.		
E. by N.						
EAST.	1° 42' E.	1° 12' E.	4° 12' E.	2° 35' E.		
E. by S.						
E. S. E.		1° 06' E.	1° 06' E.	2° 02' E.		
S. E. by E.						
S. E.	0° 11' W.	0° 47' E.	0° 24' E.	0° 53' E.		
S. E. by S.						
S. S. E.		0° 19' W.	0° 23' W.	0° 16' W.		
S. by E.						
SOUTH.	0° 05' E.	0° 56' W.	0° 35' W.	0° 32' W.		
S. by W.						
S. S. W.		1° 08' W.	1° 17' W.	0° 42' W.		
S. W. by S.						
S. W.	0° 20' W.	1° 26' W.	1° 59' W.	1° 21' W.		
S. W. by W.						
W. S. W.		1° 39' W.	2° 10' W.	1° 08' W.		
W. by S.						
WEST.	1° 25' W.	1° 35' W.	1° 58' W.	1° 46' W.		
W. by N.						
W. N. W.		1° 47' W.	2° 10' W.	1° 26' W.		
N. W. by W.						
N. W.	2° 08' W.	1° 36' W.	2° 28' W.	1° 35' W.		
N. W. by N.						
N. N. W.		1° 24' W.	1° 46' W.	0° 51' W.		
N. by W.						

Examined and found to be correct.

L. D. Galloway
Lieut. U. S. N. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Moored in the Yangtsze River at Shanghai, China

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																
1	Flood			N. by W.	N. N. E.	3			30.10.53.52.50				s.c.g. cum. rain	0	9	
2	"			"	"	3			30.10.53.51.49				"	1	0	"
3	Leaving to Ebb			N. N. E.	N. by E.	3			30.11.53.51.49				"	"	0	"
4	"			S. by E.	"	3			30.11.53.50.49				"	"	0	"
5	"			"	"	3.5			30.12.52.47.44				"	1	0	"
6	"			"	"	3.5			30.14.52.49.44				"	1	0	"
7	"			"	"	4			30.16.52.48.46				s.c.	"	0	"
8	"			S. by E.	"	4			30.18.53.48.46				"	"	0	"
9	"			"	N. N. E.	4			30.20.53.48.46				"	"	0	"
10	Flood			N. by E.	"	4			30.21.53.50.44				s.c.	cum.	1	"
11	"			N. by E.	N. E.	4			30.20.53.50.44				"	"	1	"
Noon.				"	"	4			30.19.54.51.48				"	"	1	"

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " "
 { Longitude by D. R. " "
 { Latitude by observations of ☉ " "
 { Longitude by chronometer from Forenoon Observations of ☉ " "

Position at 8 a. m. { Latitude by " "
 { Longitude by " "

Position at 8 P. M. { Latitude by " "
 { Longitude by " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

185 "

Coal consumed during the preceding 24 hours,

tons 1200 lbs.

Coal remaining on hand at Noon,

105 " 1860 "

P. M.																	
1	Flood	North	North	3	30.18.55.51.48	b.c.	any wind	2	9								
2	"	"	N. N. E.	3	30.19.54.51.48	"	"	1	"								
3	"	"	"	3	30.19.58.51.48	b.c.	"	0	"								
4	Leaving to Ebb	"	"	3	30.19.53.50.44	"	"	0	"								
5	Ebb	S. S. E.	"	3	30.19.53.51.49	"	"	0	"								
6	"	"	"	3	30.18.54.52.49	"	"	0	"								
7	"	South	"	3	30.20.53.52.50	b.c.	"	0	"								
8	"	"	"	3	30.21.52.51.49	"	"	0	"								
9	"	"	North	3	30.22.52.51.49	"	"	0	"								
10	"	S. by E.	N. N. W.	3	30.22.52.51.48	"	"	0	"								
11	Leaving to Flood	N. by W.	"	3	30.22.50.49.48	"	"	0	"								
Mid.	"	"	"	3	30.22.49.48.46	b.c.	"	0	"								

under the command of

Commander J. J. Seavey, U. S. Navy,
Tuesday January 1st, 1859.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.

Overcast & cloudy. Fresh breeze from N. N. E. first half & N. N. E. last half. Equally. At 3. standing to ebb tide.

J. J. Seavey

Ensign W. H.

From 4 to 8 A.M.

Overcast & cloudy, moderate breeze from N. N. E. with occasional puffs. Received aboard in day Sept. 9. 60 fresh meat. At 7.15 Flagship made true & uniform signal "613". At colors took the "Honor and Bound Pennant". Bidding to ebb.

From 8 A.M. to Meridian

Ensign W. H.

Cloudy & cool. Moderate breeze from N. E. to N. N. E. at 9.30 mustered crew at quarters. Robert Colney, G. H. & Robert Mair, P. H. came aboard without leave. At 9.30 made signal numeral 8. Wind at 10. half North, force 4. The Comd'g Officer & Wardroom officers paid their respects to the Commander-in-Chief.

From Meridian to 4 P.M.

Ensign W. H.

Cloudy & cool. Fresh breeze from North & N. N. E. Flood tide. Sent Liberty party ashore. Leaving to ebb at end of watch.

J. J. Seavey

From 4 to 8 P.M.

Ensign W. H.

Overcast with light drizzling rain last two hours. Fresh breeze from N. N. E. Standing to ebb at 4.15.

From 8 P.M. to Midnight

Ensign W. H.

Cloudy & cool. Drizzling rain. Fresh breeze from North and N. N. E. At 11. standing to flood tide.

J. J. Seavey
Ensign W. H.

Examined and found to be correct.

E. D. Galloway

Navigator.

LOG of the UNITED STATES

Steamer Essex, Rate,
Moored in the Yangtze River at Shanghai, China

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	Flood			N. by W.	N. N. W.	3			30.22	49	44	46	a.c.	cast	0	0	0
2	"			"	"	3			30.22	49	44	46	a.c.	"	0	0	0
3	"			"	"	3			30.21	48	46	45	"	"	0	0	0
4	Ebb			"	"	3			30.21	47	45	44	"	"	0	0	0
5	"			S. by E.	"	3			30.21	48	44	46	"	"	0	0	0
6	"			"	"	2			30.23	49	46	45	"	"	0	0	0
7	"			"	"	2			30.25	49	46	45	"	"	0	0	0
8	"			"	"	2			30.28	50	46	45	"	"	0	0	0
9	"			"	N. by E.	3			30.30	48	46	45	"	"	0	0	0
10	"			"	"	3			30.31	51	46	45	"	"	0	0	0
11	Flood			N. by E.	"	3			30.31	48	45	44	"	"	0	0	0
Noon.	"			"	"	3			30.28	46	44	43	"	"	0	0	0

Course and distance made good since preceding noon by observations,

knots.

tenths.

Position at Noon: { Latitude by D. R. 0 ' "
 Longitude by D. R. 0 ' "
 Latitude by observations of ☉ 0 ' "
 Longitude by chronometer from Forenoon Observations of ☉ 0 ' "

Position at 8 a. m. { Latitude by 0 ' "
 Longitude by 0 ' "

Position at 8 P. M. { Latitude by 0 ' "
 Longitude by 0 ' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1500 "

Coal consumed during the preceding 24 hours,

tons 1480 lbs.

Coal remaining on hand at Noon,

105 " 380 "

P. M.																		
1	Flood			N. by W.	N. N. W.	3			30.26	46	44	42		a.c.	unwind	0	0	0
2	"			"	N. W.	3			30.26	46	44	42		a.c.	"	0	0	0
3	"			"	"	3			30.26	45	43	41		"	"	0	0	0
4	"			N. N. W.	"	3			30.26	45	43	41		"	"	0	0	0
5	Ebb			S. by E.	"	3			30.24	45	42	40		a.c.	"	0	0	0
6	"			S. by W.	N. N. W.	3			30.29	46	43	41		"	"	0	0	0
7	"			S. by W.	"	4			30.33	50	43	41		a.c.	"	0	0	0
8	"			S. by E.	"	4			30.34	50	43	42		"	"	0	0	0
9	"			"	"	4			30.36	45	42	40		a.c.	unwind	0	0	0
10	"			"	"	4			30.37	45	42	40		"	"	0	0	0
11	"			"	"	3.5			30.38	45	41	39		a.c.	"	0	0	0
Mid.	Low water			"	"	3.5			30.39	45	40	38		"	"	0	0	0

under the command of

Commander J. J. Pease, U. S. Navy,
Wednesday January 2^d, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced 4 A.M.

Overcast & cloudy, raining last three hours of watch. Tides began from N. N. W. Towing to ebb at 4.50.

From 4 to 8 A.M.

N. C. E. Hudson
Naval Cadet U. S. N.

Overcast & raining. Light to gale breeze from N. N. W. Received and issued to crew 90 lbs fresh bread & 12 lbs to each of fresh beef & vegetables. Private Richard Ains returned from leave & 6 1/2 hrs quarters. Towing to ebb at 4 A.M. at 4.30 Flagship made signal Reg. 643.

From 8 A.M. to Noon

W. B. Hoggatt
Ensign U. S. N.

Overcast & cloudy. Raining first half. Tides began from N. N. W. at 10.30 towing to flood tide. At 9.30 minutes inspected at quarters. The following were absent without leave Frank Henry, J. M. & Robt Young, G. H. Hadwick report 1 General S. Enlisted Ellery Jamieson as Landman for the crew. Wind at Gutzlaff North force 3. Ensign F. J. Loomis was transferred to Civil Hospital prior to signing this log. Ed Galloway Sick app. Nav.

From Noon to 4 P.M.

Overcast & cloudy, drizzling rain. Tides began from N. N. W. & N. W. Naval Cadets W. G. A. Pillan, A. H. Seale & J. M. Rennie reported for duty on board. Tides to flood tide.

From 4 to 6 P.M.

N. C. E. Hudson
Naval Cadet U. S. N.

Overcast & cool. Tides began from N. N. W. & N. W. Highwater at 4.15, and ships towing to ebb tide at 4.45. At 5.20 called all hands to muster and published the approved sentences of a Summary Court-Martial in the following cases: viz, Henry Young, Jr, for absence without leave. Reduced to next inferior rating, & Sea & to lose two (2) months pay, amounting to 38 dollars. Seaborg Stephen, Private Marine, absence without leave. To be deprived of liberty quarters on foreign stations for four months, & to extra police duty for three months. Cook Kerrigan, 2^d Class Fireman, absence without leave, to be reduced to the next inferior rating, Coal Heaver & to lose two (2) months pay, amounting to 24 dollars. Released these three men from confinement by order of the Comdg Officer.

From 6 to 8 P.M.

H. B. Gearing
Lieut. U. S. N.

Overcast & cloudy, cool. Tides began from N. N. W. at 4.45 towing to ebb.

From 8 P.M. to Midnight

M. J. Rouse
Naval Cadet U. S. N.

Overcast & cloudy. Raining & snowing first two hours & squalls last two hours of watch. Tides to shift onsets from N. N. W. Barometer rising. Towing to flood last hour.

Examined and found to be correct.

A. H. Seale
Naval Cadet U. S. N.
Ed Galloway
Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Steamer *Essex*, 3d Rate,
Moored in the Yangtze River at Shanghai, China

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	Flood			N. N. W.	N. W.	3.5			30.40	23.9	34		h.c.f.	running	0	9	
2	"			"	"	3.4			30.40	24.3	35		"	"	0	"	
3	"			"	"	3.4			30.39	23.8	36		"	"	0	"	
4	Swinging			East	"	3.4			30.39	23.9	36		"	"	0	"	
5	Exp.			S. S. W.	"	3.5			30.38	23.4	36		"	"	0	"	
6	"			S. S. W.	"	3.5			30.38	23.4	36		"	"	0	"	
7	"			"	"	3.4			30.39	23.7	36		"	"	0	"	
8	"			"	"	3.4			30.40	24.8	35		h.c.f.	"	4	"	
9	"			"	"	3.4			30.40	24.6	36		"	"	4	"	
10	"			South	"	3.4			30.40	24.0	37		"	"	4	"	
11	"			S. S. W.	"	3.4			30.40	24.0	38		"	"	4	"	
Noon	Flood			N. W.	"	3.4			30.40	24.0	38		h.c.f.	"	0	"	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1750 "

Coal consumed during the preceding 24 hours,

2 tons 150 lbs.

Coal remaining on hand at Noon,

103 " 220 "

P. M.																		
1	Flood	N. by. W.	N. W.	3.4	30.39/453836	h.c.f.	running	0	9									
2	"	"	"	3.4	30.39/433836	"	"	0	"									
3	"	"	"	3.4	30.39/423836	"	"	0	"									
4			"	3.4	30.39/483834	"	"	0	"									
5			"	3	30.39/463836	h.c.	"	0	"									
6			"	3	30.39/443836	"	"	0	"									
7			"	3	30.39/493834	h.c.	running	5	"									
8			"	3	30.40/514034	"	running	8	"									
9			W. N. W.	3	30.39/513835	"	"	8	"									
10		Exp 16	"	3	30.38/493836	"	"	8	"									
11		S. by E.	"	3	30.38/494038	"	"	8	"									
Mid.	3 1/2	65.0 68.4	"	3	30.38/524135	"	circum	8	"									

under the command of

Commander T. F. Jewell

, U. S. Navy,

Thursday January 31, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & ends at A. M.

Overcast & cool. Wind from N. W. puffing. Tends to stiffen in force. At 5.50 began to strain to shift tide.

From H. to S. A. M.

H. L. Seay
Lieut. W. J. N.

Overcast cool & cloudy. Tends to moderate breeze from N. W. Tent down, top gallant yards & bent top gallant sails. Tent up top gallant yards. Bent topmasts, jib & spanker. Hoisted in steam launch. Secured boats for sea. At 6.50 made signal for 2255, at 6.45 made general signal 643. Barometer steady.

From S. A. M. to Meridian

J. M. Russell
Naval Cadet W. J. N.

Overcast, cool & cloudy. Tends to moderate breeze from N. W. with occasional puffs of wind. Wind at 9.08 called all hands to muster & published the proceedings & sentences of the Summary Court Martial in the cases of W. M. O'Sherry, Ensign, Jas. S. Sweeney & F. Smith, O. S. The above named men were released from confinement & reduced to the next inferior rating. Received aboard from Deep Sea in Eng's Dept during watch 22 1/2 tons coal. At 9.30 made sick report, enclosures 8. At 9.32 made Int. 4060. Medical Surgeon & Surgeon, L. W. Hawks, Senior Member, met on board this ship. Rigged out flying jib, boom, went flying jib. Making preparations for sea. At 10, lit fire in 1, 3, 5, 6, 7 & 8 boilers. Received on board in Eng's Dept 800 lbs of bread.

From Meridian to 4 P. M.

H. C. E. Hudson
Naval Cadet W. J. N.

Overcast & cool. Wind puffing, tends to moderate in force. Finished taking in coals, receiving in all 39 tons coal. At 1.50 called all hands muster ship. Hoisted starboard anchor and hoisted in the 15 feet on port chain. Pickets to duty, their services being needed on Span, Malt, and J. Rogers, 2. C. F. who will fulfill their terms of punishment when their services can be spared - this by the order of the Commanding Officer. Transferred to the hospital racks Ensign F. J. Loomis, L. H. M., condemned by a medical board of Ensigns at 2.15 made Int. 4090 & received signal of ascent from flag ship. At 3.18 called all hands 'up anchor for the United States'. Got underway & with pilot aboard stood down the river, being cheered by the crews of the men-of-war in the harbor. Started engines at 3.22 & went ahead full speed at 3.25. Secured starboard anchor for sea. At the end of the watch steaming down the river against the end of a flood tide. Draft of ship, 14 ft 16 in.

From 4 to 6 P. M.

H. L. Seay
Lieut. W. J. N.

Overcast. Tends breeze from N. W. Standing down river, under cover of pilot. Passed bar at 5.10. At 5.30 set topsails & fore & aft sails.

From 6 to 8 P. M.

J. M. Walling
Lieut. W. J. N.

Clear & cool, gentle breeze from North. Standing down Yangtze River. Pilot at Green. Navigator on deck. At 7.10 from light ship bore ahead (port), distant 1/2 mile. At 7.30 set topmast sails & main topmast.

From 8 P. M. to Midnight

Hugh Rodman
Ensign W. J. N.

Clear & cool. Tends breeze from W. N. W. at 8.30 took in 8 sail. At 8.30 sent pilot to light ship in whale boat. At 8.53 let go port anchor. At 10.07 whale boat returned. At 10.30 got up anchor and returned on course of 8.45. At 11.40 put over P. L. reading 65. At 11.40 set foremast then fore topmast. At 12 changed course to East. Expended 4 blue light & 2 Very Signals.

W. B. Hoggatt
Ensign W. J. N.
T. B. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer, *Essex*

Rate,

At Sea making passage to Hong Kong, China.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	8	5	46.9	East	N. W.	3			30.38	48	48	44	52	b.c.	cum	4	1	
2	7	15.4	28.4	28.4	"	3			30.36	48	48	44	52	"	"	8	"	
3	8	0	93.4	9.4	"	3			30.34	48	48	41	39	"	"	8	"	
4	6	1	101.5	9.4	"	3			30.33	48	48	41	39	"	"	4	"	
5	8	3	9.8	"	"	4			30.32	48	48	40	39	"	"	5	"	
6	9	5	19.3	"	W. N. W.	4			30.33	46	46	40	39	"	"	6	"	
7	6	2	29.1	9.4	"	5			30.32	43	40	38	51	"	"	6	"	
8	4	8	39.4	9.4	"	6			30.33	43	41	38	51	"	air cum	0	"	
9	3	9	49.3	9.4	N. N. W.	6			30.33	44	44	38	51	"	"	0	M	
10	10	3	56.6	"	"	6			30.34	45	44	39	53	b.c.	cum	0	"	
11	10	9	70.5	"	"	6			30.36	49	41	39	54	"	"	0	"	
Noon.	10	5	81.0	"	"	6			30.36	49	42	40	54	"	"	0	"	

Course and distance made good since preceding noon by observations, *Course various* 168 knots. tenths.

Position at Noon:	Latitude by B.R. <i>Bearings</i>	N. 29° 44' 15"
	Longitude by B.R. <i>S.</i>	E. 122° 32' 45"
	Latitude by observations of ☉	" " "
	Longitude by chronometer from Forenoon Observations of ☉	" " "
Position at 8 a. m.	Latitude by <i>Bearings</i>	N. 30° 22' "
	Longitude by <i>S.</i>	E. 123° 03' "
Position at 8 P. M.	Latitude by <i>B.R.</i>	N. 29° 29' "
	Longitude by <i>B.R.</i>	E. 121° 57' 30"

Current during the time, — knots — tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head	"	"
Variation of the Compass by Amplitude ☉ observed at Sunset,	"	"
Variation of the Compass by Azimuth ☉ observed at	"	"
Variation of the Compass by Azimuth ☉ observed at	"	"
Water expended during the preceding 24 hours,	350	gallons.
Water <i>distilled</i> during the preceding 24 hours,	500	"
Water remaining on hand fit for use at Noon,	800	"
Coal consumed during the preceding 24 hours,	15 tons 10	lbs.
Coal remaining on hand at Noon,	118 " 220	"

P. M.																		
1	10	5	91.5	9.4	N. W.	6			30.34	59	40	40	54	b.c.	cum	4	1	
2	2	3	93.8	9.4	"	4			30.36	56	42	39	54	"	"	2	"	
3	9	5	100.0	"	"	6			30.36	52	42	39	54	"	"	2	"	
4	10	4	15.4	9.4	"	5			30.34	54	41	39	54	"	"	6	"	
5	10	3	26.0	"	"	5			30.34	52	42	39	54	"	"	5	"	
6	9	9	35.9	"	"	5			30.39	51	43	39	54	"	"	4	"	
7	10	0	45.9	"	"	5			30.41	51	42	40	55	b.c.	cum	0	"	
8	1	5	55.4	9.4	"	5			30.41	50	43	41	56	b.c.	"	1	"	
9	3	4	65.9	9.4	"	5			30.41	49	44	41	56	b.c.	"	0	"	
10	10	4	74.2	"	"	5			30.40	49	44	41	56	"	"	0	"	
11	9	9	84.6	"	"	5			30.40	49	44	41	56	"	"	0	"	
Mid.	9	5	94.1	"	"	5			30.41	48	44	41	56	"	"	0	"	

Friday January 4th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Navigator

LOG of the UNITED STATES

Steamer *Essex*, 3d Rate,
at sea making passage to Hong Kong, China

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	72	33		S. by E.	N. by N.	4			30.415	14.5	42.56	100.7	100.7	100.7	0.8	0.8	0.8	0.8
2	94	12.7		"	N. E. by N.	4			30.435	14.5	43.56				"	0	"	"
3	96	22.3		"	"	4			30.435	14.6	44.06	100.7	100.7	100.7	"	4	"	"
4	97	32.		"	"	4			30.415	14.8	44.56				"	3	"	"
5	92	41.		"	"	4			30.415	14.9	45.1	100.7	100.7	100.7	"	6	"	"
6	91	50.3		"	N. E.	4			30.425	14.9	46.54				"	4	"	"
7	93	59.6		"	N. E. by E.	4			30.435	14.9	46.9				"	4	"	"
8	94	69.0		"	"	5			30.435	14.8	46.60				"	4	"	"
9	97	78.7		"	"	4			30.465	14.9	46.61				"	6	"	"
10	95	88.2		"	"	4			30.465	14.5	46.2				"	6	"	"
11	125	100.7		"	N. E.	4			30.445	14.5	46.9				"	4	"	"
Noon.	98	110.5		"	"	4.5			30.425	14.5	48.63				"	4	"	"

Course and distance made good since preceding noon by observations, *Coasting* 229 knots. 5 tenths.

Position at Noon:	Latitude by BE Bearings	N 26° 19'	"
	Longitude by BE Sa	E 120° 34'	"
	Latitude by observations of ☉	"	"
	Longitude by chronometer from Forenoon Observations of ☉	"	"

Position at 8 a. m.	Latitude by Bearings	N 26° 53'	"
	Longitude by Sa	E 120° 55'	"

Position at 8 P. M.	Latitude by S.R. from 7.30 Bearings	N 25° 00'	"
	Longitude by DR " " "	E 119° 45'	"

Current during the time, — knots — tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 300 gallons.

Water *Distilled* during the preceding 24 hours, 600 " "

Water remaining on hand fit for use at Noon, 1100 " "

Coal consumed during the preceding 24 hours, 16 tons 1460 lbs.

Coal remaining on hand at Noon, 101 " 1000 "

P. M.																		
1	92	20.0		S. by W. 1/2 W.	N. E.	4.5			30.395	14.5	48.65	100.7	100.7	100.7	0.8	0.8	0.8	0.8
2	101	30.1		"	N. E.	5			30.385	14.5	48.63				"	2	"	"
3	107	40.8		"	"	5			30.365	14.5	48.63				"	1	"	"
4	108	51.6		"	N. N. E.	5			30.365	14.5	48.63				"	1	"	"
5	105	62.1		"	N. E.	6			30.365	14.5	49.63	100.7	100.7	100.7	"	0	"	"
6	105	72.6		"	"	6			30.345	14.5	50.63	100.7	100.7	100.7	"	0	"	"
7	101	82.7		S. W.	"	6			30.345	14.5	51.63	100.7	100.7	100.7	"	0	"	"
8	100	92.7		"	"	6			30.345	14.5	51.61				"	0	"	"
9	98	102.5		"	"	6			30.355	14.5	51.61				"	0	"	"
10	90	12.5		S. W. 1/2 W.	"	6			30.355	14.5	51.61				"	0	"	"
11	109	23.4		"	"	6			30.335	14.5	52.61				"	0	"	"
Mid.	110	34.4		"	"	6.7			30.315	14.5	53.61				"	0	"	"

under the command of

Commander J. F. Lucie

, U. S. Navy,

Saturday January 5th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced 4 miles S. A. M.

Cloudy & cool. Moderates breeze from North to N. E. by N. On course S. by S. Distilling. Plain sail to royals except mainsail, main trysail & spanker.

From S. to S. A. M.

Ensign W. J. M.

Fair, cool, & pleasant. Moderates breeze from North, E. by S. to N. E. by E. morning to a stiff breeze last hour. At 5.40 passed a steamer standing to the Northward. Under clews and sail to royals except flying jib, main trysail & spanker. Course S. by S. at 8.00 log read 69.0. Toward S. by S. W. by W. Distilling.

From S. A. M. to Meridian

Lieut. W. J. M.

Clear, pleasant weather. Moderates to stiff breezes from N. E. by E. to E. by S. Long N. E. swell. At 9.30 mustered at quarters. At 9.40 sighted Tung Sing Is. which bore ahead at 11.40. At 10.20 set Main Trysail & spanker & took them in at 10.35. At 10.40 set clock back 18 minutes. At 11.53 changed course to S. by S. W. by W. Under clews & plain sail to royals save flying jib, main trysail & spanker. P. L. 10.5.

From Meridian to S. P. M.

Ensign W. J. M.

Cloudy but pleasant weather. Moderates to stiff breezes from N. E. by E. to E. by S. Long N. E. swell. At 1.05 sighted Turnabout Is. 2 1/2 points on starboard bow. At 1.55 Turnabout Light bore S. by S. W. by W. distant 12 miles, ships heads S. by S. W. by W. at 5.40 slowed engines to prevent racing. At 6. changed course to S. W.

From S. to S. P. M.

Ensign W. J. M.

Overcast with occasional light drizzling rain. Fresh breeze from N. E. at 4.30 sighted Turnabout Is. 2 1/2 points on starboard bow. At 5.55 Turnabout Light bore S. by S. W. by W. distant 12 miles, ships heads S. by S. W. by W. at 5.40 slowed engines to prevent racing. At 6. changed course to S. W.

From S. to S. P. M.

Ensign W. J. M.

Overcast with a light drizzling rain. Fresh breeze from N. E. turning course S. W. at 7.30 sighted Oaken Light bearing about W. by W. at 8.00 lost sight of Turnabout Light bearing N. E. by E. Oaken Light bore W. by W. at 8.00 log read 92.7.

From S. P. M. to Night

Ensign W. J. M.

Overcast, cool & rather with drizzling rain. Fresh breeze with very fresh squalls from N. E. At 9.50 Oaken Lt. H. bore N. W. changed course to S. W. by W. at 11.10 took in & furled top galleon sails. At 11.40 lost sight of Oaken Lt. H. bearing N. E. Under clews, foresails, topmasts & jib. P. L. 3.4.

Examined and found to be correct.

Ensign W. J. M.
Lieut. W. J. M.
Ed. Galloway
Navigator.

LOG of the UNITED STATES

Steamer *Cass*, 3d Rate,
At Sea making passage to Hong Kong, China

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	11	1	25.5	S. by W.	N. E.	2			30.31	56	56	53	61	a.c.g.d.	very much	0	M
2	11	2	56.2	"	N. N. E.	2			30.30	56	56	53	61	"	"	0	"
3	11	4	68.4	"	"	2			30.30	56	55	53	61	"	"	0	"
4	11	9	80.3	"	"	2			30.32	56	55	53	61	"	"	0	"
5	11	2	91.5	"	"	2			30.30	55	53	52	61	"	"	0	"
6	9	6	1.1	"	"	2			30.30	56	53	52	61	a.c.g.d.	"	0	"
7	9	3	10.4	"	"	6			30.30	56	54	53	62	a.c.g.d.	"	0	"
8	9	8	20.2	"	"	6			30.33	56	54	54	62	"	"	0	"
9	11	3	31.4	"	"	6			30.33	56	54	54	62	"	"	0	"
10	10	5	41.9	"	"	6-7			30.34	55	53	52	62	a.c.g.d.	"	0	"
11	10	9	52.8	"	"	6-7			30.32	55	53	52	62	"	"	0	"
Noon.	12	0	04.8	"	"	6-7			30.30	55	53	52	62	"	"	0	"

Course and distance made good since preceding noon by observations, *Coasting*

253 knots. 5 tenths.

Position at Noon: Latitude by *B.B.* *Bearings* *N. 23° 49'*
Longitude by *B.B.* *La* *E. 118° 09'*
Latitude by observations of *☉* *La* *N. 23° 12'*
Longitude by chronometer from Forenoon Observations of *☉* *La* *E. 117° 25'*

Position at 8 a. m. Latitude by
Longitude by

Position at 8 P. M. Latitude by *Bearings* *N. 22° 42'*
Longitude by *La* *E. 116° 06'*

Current during the time, — knots — tenths per hour, setting to the

Variation of the Compass by Amplitude *☉* observed at Sunrise, ship's headVariation of the Compass by Amplitude *☉* observed at Sunset, "Variation of the Compass by Azimuth *☉* observed at "Variation of the Compass by Azimuth *☉* observed at "

Water expended during the preceding 24 hours, 300 gallons.

Water *Distilled* during the preceding 24 hours, 1600 "

Water remaining on hand fit for use at Noon, 2200 "

Coal consumed during the preceding 24 hours, 9 tons 1840 lbs.

Coal remaining on hand at Noon, 91 " 1400 "

P. M.	9	4	44.5	S. by W.	N. E. by N.	6			30.24	55	54	53	63	a.c.g.d.	very much		0	
1	10	4	55.2	W. S. W.	"	6			30.25	55	55	53	63	"	"		0	
2	10	8	86.0	"	"	6			30.24	56	55	53	63	"	"		0	
3	10	2	96.9	"	"	6			30.24	56	53	54	63	"	"		0	
4	10	4	106.3	"	"	6			30.24	56	55	54	63	"	"		0	
5	10	8	20.1	"	"	6			30.24	56	55	54	63	"	"		0	
6	10	0	30.1	"	"	6			30.25	59	59	54	63	a.c.g.d.	"		0	
7	10	2	40.3	"	"	6			30.26	60	60	54	63	"	"		0	
8	10	4	50.0	"	"	6			30.26	60	60	54	63	a.c.g.d.	"		0	
9	10	0	60.0	"	"	6			30.26	60	60	58	63	"	"		0	
10	10	2	70.2	"	"	6			30.26	60	60	58	63	"	"		0	
Mid.	10	5	80.2	"	"	6			30.26	60	60	58	63	"	"		0	

under the command of

Commander J. J. Sewell

, U. S. Navy,

Sunday January 6th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced at 10th St. A. N.

Overcast, rainy & squally, moderate sea. Standing down, Forward channel under steam, topsails & foreail. Engine racing badly at times; ship rolling easily. At 2:35 sighted Ledges Island Light bearing N. W. by W. 1/2 W, P. L. 66.2. Took down royal yards.

From 10th St. to 8th A. N.

Ensign W. J. H.

Overcast, rainy & squally. Very fresh to fresh breeze from N. N. E. At 4:30 sighted Chapel St. Light & at 5:12 in bar for N. W. by W, P. L. 93.6. Sharp head N. W. by W. At 7:45 set 3 gibs sails. Got drenched on poop at 6 am. Engine racing badly at times. Ship rolling & pitching easily. On course S. W. by W.

From 8th A. N. to Meridian

Ensign W. J. H.

Overcast, cloudy & squally with passing showers of rain. At 8:43 sighted "The Brackets" bearing broad on the starboard bow. At 9 am set main trysail. At 11th crossed royal yards. At 12 M, changed course to S. W. by W. Sea moderate. Ship rolling & pitching easily. On course S. W. by W. Under all plain sail to topgallant sails came shanked & main trysails. Bar Log 648.

From Meridian to 4 P. M.

Ensign W. J. H.

Overcast & drizzling rain. Fresh breeze with very fresh & squally from N. E. & N. E. by E. At 12:50 Lamook Is. Lt. N. bore N. W. by W distant 5.4 miles. Changed course at 12:50 to W. S. W. under steam & topsails, topgallant sails, fore sail & jib. Long, heavy following sea. Ship rolling easily. P. L. 6.9.

From 4 to 6 P. M.

Ensign W. J. H.

Overcast & rainy, showing a tendency to clear latter part of watch. Fresh breeze from N. E. with occasional light squalls of wind & rain. Plain sail to topgallant sails. At 5:40 Breaker Point Light bore ahead N. N. W. distant 4.7 miles.

From 6 to 8 P. M.

Ensign W. J. H.

Overcast with very light passing showers fresh hour. Fresh breeze from E. N. E. At 6 o'clock lost sight of Breaker Pt. Lt. bearing N. E. by E. heading 37. On course W. S. W. under steam, topsails, topgallant sails, fore sail & main trysails. Moderate sea.

From 8 P. M. to Night

Ensign W. J. H.

Overcast & pleasant. Fresh breeze from N. E. & N. E. by E. At 10:15 set the royals & took in the main trysail. At 12⁰⁰ changed course to W. by S. Bar Log reading 84.7.

Ensign W. J. H.

Examined and found to be correct.

J. J. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
at sea making passage to Hong Kong, China

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	104	98.1		W by S	N. E.	6			30.24	60.6	159.6	4		bc	cum	0	M	
2	102	8.3		"	"	6			30.24	60.6	158.6	5		"	"	0	"	
3	84	18.0		W. S. by W.	"	5			30.26	61.6	158.6	5		"	"	0	"	
4	92	24.2		"	"	4.5			30.25	61.6	159.6	6		"	"	0	"	
5	93	36.5		"	N. E.	5			30.25	62.6	159.6	6		bc	"	0	"	
6	55	46.2		W. S. by W.	"	5			30.26	62.6	159.6	6		bc	"	0	"	
7	84	54.9			N. N. W.	4.5			30.27	62.6	159.6	6		"	"	0	"	
8	70	61.9			"	4			30.28	60.6	156.6	6		"	"	0	"	
9				East	N. W.	2			30.32	62.6	159.6	9		"	"	0	S	
10				E by N.	"	2			30.33	63.6	159.6	9		"	"	0	"	
11				E by S.	"	2			30.33	64.6	159.6	9		"	"	0	"	
Noon.				E by N.	"	3			30.31	64.6	159.6	9		"	"	0	"	

Course and distance made good since preceding noon by observations, *Coasting* 196 knots. 2 tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"

Position at 8 a. m.	Latitude by	0	1	"
	Longitude by	0	1	"

Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, — knots — tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0 1 "

Variation of the Compass by Amplitude ☉ observed at Sunset, " 0 1 "

Variation of the Compass by Azimuth ☉ observed at " 0 1 "

Variation of the Compass by Azimuth ☉ observed at " 0 1 "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, 10 tons 1310 lbs.

Coal remaining on hand at Noon, 81 " 90 "

P. M.																		
1				E N E.	W. N. W.	2			30.26	64.6	159		s.c	cum	0			
2				North	"	2.4			30.22	63.6	159		"	"	0	"		
3				N. W. by W.	"	2.4			30.22	62.6	159.6		"	"	0	"		
4				N. W.	"	2.4			30.22	61.5	955		"	"	0	"		
5				W N W.	"	3			30.23	60.5	956		"	"	0	"		
6				"	"	3			30.24	60.5	955		"	"	0	"		
7				North	N. W.	2			30.24	60.5	956		"	"	0	"		
8				E by N.	"	2			30.26	60.5	956		"	"	0	"		
9				East	Calcut	0			30.27	61.5	956		"	"	0	"		
10				"	North	1			30.26	61.5	956		s.c	"	0	"		
11				"	"	1			30.28	60.5	956		"	"	0	"		
Mid.				E by N.	"	1			30.28	60.5	956		"	"	0	"		

under the command of

Commander J. J. Sewell

, U. S. Navy,

Monday January 1st, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^{and} until 4 A. M.

Cloudy, pleasant weather. Moderates to fresh decreasing breeze from E. N. E. At 12:30 took in royals. At 2:00 changed course to W. S. W. 1/2 W. and took in Main Tightsails. At 3:00 set main Tightsail & at 3:30 set royals. Under strain & plain sail to royals came flying jib & spanker. P. L. 2 1/2.

From 4 to 8 A. M.

St. Welling
Lieut. W. J. H.

Overcast, fresh breeze from N. E. & E. hauling to N. E. & W. At 5:30 sighted Hong Kong lights, & with Navigator at con. stood in for it and up channel for anchorage. At 6:10 shortened sail, & stood on under strain alone. At 8:00 took in Patent log reading 61.9.

From 8 A. M. to Meridian

Hugh B. Rogers
Ensign W. J. H.

Cloudy but pleasant. Light breeze from N. W. Standing into Hong Kong harbor. At 8:25 called all hands bring ship to anchor. At 8:35 let go port anchor in 8 fms of water & secured to 60 fms. At 8:36 let go starboard anchor. Brought to port chain & unmoored ship 30 fms on each chain. of sh.

Received boarding visit from H. M. S. Merlin, French Flagship Turelus, & Chinese man-of-war Ping Yueh. Commanders Mackintosh & H. paid an official visit on board. Banked fires. Ship draft 13' 4" & 15' 5".

From Meridian to 4 P. M.

C. E. Harrison
Naval Capt. W. J. H.

Overcast & pleasant. Windy from N. W., light & steady the first hour & puffed the rest of watch. Riding to the flood tide first hour between 2nd & 3rd evening, & the rest of watch riding to wind. Drove off upper royal braces. Received official visits from the visiting Officers of the English ships of war "Merlin" & "Superbue". The German Tugboat "Wulf" arrived in the harbor. Sent an officer to board her. Sent an officer to return the preliminary visit from the Chinese Flagship & received a return visit by an officer from the German ship "Loef". Hoisting a cross in the house.

From 4 to 8 P. M.

St. Welling
Lieut. W. J. H.

Overcast & cloudy. Breeze to moderates breeze from W. N. W. & N. W.

From 8 P. M. to Midnight

St. Welling
Lieut. W. J. H.

Generally cloudy. Calms. Light air from North. Cross in house, port chains on top. Man of war came in and anchored.

C. E. Harrison
Naval Capt. W. J. H.

Examined and found to be correct.

H. B. Rogers
Lieut. & Navigator.

under the command of

Commander J. J. Jewell

, U. S. Navy,

Tuesday January 8th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced 4 until 4 A.M.

Overcast & cloudy, Light air increasing to a gentle breeze. Snowing during 2^d hour to 4th hour. A cross in the harbor.

From 4 to 8 A.M.

Cloudy & squally. Tides to moderate breeze from W. N. W. Coal lighter came alongside at 7:50.

From 8 A.M. to Meridian

Overcast to fair. Light breeze & air from W. N. W. Received official visits from the County Officers of the men-of-war in port, from English, one French, one Chinese. The following named men were this day discharged from this vessel & the U. S. Naval Service, by reason of their own request: Ah Hong W. R. C., Ah Chong, W. R. C., Ah Sun, Painter & Ah Ling, Cook. Received aboard from Cotes, 85 tons Cardiff Coal & a Patent Log in Navigation Dept from Gault & Co.

From Meridian to 4 P.M.

Clear & Pleasant. Light breeze from West first two hours, shifting to N. E. & freshening to gentle breeze last two hours. At 1:50 hoisted port anchor & hove short on starboard chain (15 fms). At 2:30 went to quarter for muster. At 2:36 called all hands, hove up starboard anchor & set under way 248. Draft of ship, forward 14' aft 16'. Ball on the stock of starboard anchor did not come up. Standing out of Typhoon Pass for sea. At 2:42 Cape Cod Light House bore ahead (W. S. W. 1/2 W). Put over Patent Log reading 62. At end of watch standing out to sea under steam along. P. 63.7

From 4 to 6 P.M.

Clear & pleasant weather. Tides breeze from N. E. & N. W. At 4:30 set course S by E 1/2 E. At 4:20 set all for & aft sails. At 5:00 called all hands & made sail to royals. At 5:10 took departing from Tanaka. It's distance 1/4 mile, N. E. Point bearing N. W. 1/2 W, Pat log reading 76.5, & set course S. W. by S.

From 6 to 8 P.M.

Clear Pleasant weather. Tides breeze from N. E. Steering a course S. W. by S under steam & plain sail to royals saw numerous sparker & flying jib. At 8:00 Airpump above N. W. by W distant about 1/2 mile, P. 78.3

From 8 P.M. to Midnight

Overcast & cloudy. Light breeze from E. N. E. unsteady in force and direction. At 10:10 hauled fire from under No. 1 & 3 boilers. Hauled up & reset foreais, & hauled down jib.

Examined and found to be correct.

W. H. Gearing
Lieut. U. S. N.
J. A. Waggner
Lieut. U. S. N.
W. H. Gearing
Ensign U. S. N.
E. D. Gallows
Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
at sea making passage to Singapore.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	4	2	34.2	Sw. by S.	N. N. E.	3			30.23	64	63	60	40	b.c.	clear		5	S. S.
2	4	9	41.9	"	"	3			30.20	64	63	60	40	"	"		5	"
3	6	5	49.5	"	"	3			30.19	65	63	61	40	"	"		5	"
4	9	4	54.4	"	N. E.	3			30.18	65	63	61	40	"	"		5	"
5	8	0	65.4	"	"	3			30.18	65	63	61	40	"	"		7	"
6	8	3	73.9	"	"	3			30.20	65	63	61	40	b.c.	"		0	"
7	9	1	82.1	"	"	4			30.22	66	63	61	40	b.c.	"		0	"
8	9	2	92.1	"	North	4			30.22	65	63	61	40	"	"		0	"
9	9	1	101.1	"	"	4			30.24	65	64	63	41	b.c.	"		0	"
10	9	2	103.3	"	"	4			30.24	65	64	63	41	"	"		0	"
11	9	2	19.5	"	"	4			30.23	66	65	64	41	"	"		0	"
Noon.	10	4	29.9	"	N. N. E.	4			30.20	67	66	65	42	"	"		0	"

Course and distance made good since preceding noon by observations. *Leaving Portswad 64* knots. tenths.

Position at Noon:	Latitude by D. R.	N 19° 55' 11"
	Longitude by D. R.	E 112° 48' 50"
	Latitude by observations of ☉ <i>Light near noon.</i>	N 20° 13' 11"
	Longitude by chronometer from Forenoon Observations of ☉ <i>wind Obs. Lat.</i>	E 113° 11' 11"
Position at 8 a. m.	Latitude by <i>D. R.</i>	N 20° 24' 11"
	Longitude by <i>D. R.</i>	E 113° 11' 11"
Position at 8 P. M.	Latitude by	" " "
	Longitude by	" " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at

Variation of the Compass by Azimuth ☉ observed at

Water expended during the preceding 24 hours,

311 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1400 "

Coal consumed during the preceding 24 hours,

13 tons 1520 lbs.

Coal remaining on hand at Noon,

150 " 930 "

P. M.																		
1	8	4	38.3	Sw. by S.	N. N. E.	3.2			30.18	69	68	66	42	b.c. cumulus			0	S. S.
2	4	9	46.2	"	N. E. by N.	4			30.14	40	68	66	42	"	"		0	"
3	4	2	53.9	"	N. E.	4			30.16	40	69	64	42	b.c.	"		0	"
4	4	8	61.4	"	"	4			30.16	40	69	64	42	"	"		0	"
5	8	2	69.9	"	N. E. by N.	4			30.15	40	69	64	42	"	"		0	"
6	8	2	78.1	"	"	4			30.15	40	69	64	42	"	"		0	"
7	8	6	86.4	"	E. N. E.	4			30.17	41	40	68	42	b.c.	"		0	M
8	8	3	95.0	"	"	4			30.18	41	40	68	42	"	"		0	"
9	8	0	103.0	"	"	4			30.20	41	40	68	43	"	"		0	"
10	8	3	11.3	"	"	4			30.20	41	40	69	44	"	"		0	"
11	4	9	19.2	"	"	4			30.18	41	40	69	44	"	"		0	"
Mid.	8	2	24.4	"	"	4			30.16	41	41	69	44	"	"		0	"

under the command of

Commander J. J. Sauer

, U. S. Navy,

Wednesday January 9th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^{and} Until 4 A.M.

Cloudy & pleasant. Breeze from N. N. E. to N. E.
On course S. W. by S, under steam & all square sails except mizzen sail.

From 4. to 8 A.M.

Clouding over the first hour, & rest of coast overcast with
light passing drizzles of rain. Breeze shifts to moderates from N. E. &
hauling to North. Steering course S. W. by S under steam & square
sail to royals. Patent Log read 92.0 at 8⁰⁰.

From 8 A.M. to Meridian

Overcast & cloudy. Moderates breeze from North fresh three hours
shifting to N. N. E. last hour. At 9.30 went to quarters & examined gun
and Powder Divisions at stations. Tested magazines & shell rooms, flood
cocks, dry gun cotton & electrical batteries & connections & found them
in good condition. At end of watch ship on course S. W. by S under
steam & plain sail to royals except flying jib, mizzen & spanker.
Pat. Log 29.9. At 12. set clock back 12 minutes.

From Meridian to 4 P.M.

Overcast & misty: moderates breeze from N. E. & E, under
sail to royals & steam. At 2. Put over, new, Patent log reading 0.
Ship rolling easily. Instructed signal class for 30 minutes.

From 4. to 6 P.M.

Overcast with occasional very light mist. Moderates breeze
from N. E. by N. At 5 mustered crew at quarters. On course S. W.
by S.

From 6 to 8 P.M.

Overcast with occasional passing light drizzles of rain.
Moderates breeze from E. N. E. Moderates sea. Steering course S. W. by S.

From 8 P.M. to Midnight

Overcast with occasional light drizzling rain. Moderates
breeze from E. N. E. Upper clouds passing over from N. W. by N.
Steering a course S. W. by S under steam & plain sail to royals
save flying jib, mizzen & spanker.

Examined and found to be correct.

C. J. Gallagher
Lieut. Navigator.

LOG of the UNITED STATES

Steamer *Grey*, 3d Rate,
at sea making passage to Singapore

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	4 4	54.8		Sw. by S.	N. E.	4			30.14	42.4	169.4	4	2.2	3.2	clear		0	M
2	4 5	42.3		"	E. N. E.	4			30.14	42.4	169.4	5			"		0	"
3	4 4	50.0		"	"	4			30.14	42.4	170.4	5			"		0	"
4	4 6	54.6		"	N. E.	4			30.16	42.4	170.4	5			"		0	"
5	4 8	65.4		"	"	4			30.13	43.4	270.4	5			"		0	S
6	4 7	73.1		"	"	4			30.13	43.4	270.4	5			"		0	"
7	8 0	81.1		"	"	4			30.15	43.4	271.4	5			"		0	"
8	8 1	89.2		"	"	4			30.14	43.4	271.4	5			"		0	"
9	8 3	94.5		"	"	4			30.20	43.4	271.4	5			"		0	M
10	8 7	6.4		"	N. E. by N.	4			30.20	44.4	271.4	5			"		0	"
11	8 1	54.0		"	N. N. E.	4			30.18	44.4	271.4	5			"		0	"
Noon.	8 5	65.0		"	"	4			30.15	43.4	271.4	5			"		0	"

Course and distance made good since preceding noon by observations,

S 43 W 19.3 knots. tenths.

Position at Noon: { Latitude by D. R. N. 14° 42' 00"
Longitude by D. R. E. 111° 13' 30"
Latitude by observations of ☉ N. 14° 51' 00"
Longitude by chronometer from Forenoon Observations of ☉ E. 110° 42' 00"

Position at 8 a. m. { Latitude by
Longitude by

Position at 8 P. M. { Latitude by
Longitude by

Current during the time, / knots 3 tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1100 "

Coal consumed during the preceding 24 hours, 10 tons 2030 lbs.

Coal remaining on hand at Noon, 139 "1140 "

P. M.																		
1	6 8	43.3		Sw. by S. N. E.	N. E.	4			30.12	44.4	271.4	5			clear		0	M
2	8 1	81.4		"	N. E. by E.	4			30.10	43.4	271.4	5			"		0	"
3	4 4	89.1		"	"	4			30.08	43.4	271.4	5			"		0	"
4	4 6	96.4		"	"	4			30.05	43.4	271.4	5			"		0	"
5	4 8	4.5		"	"	4			30.06	43.4	271.4	5			"		0	"
6	8 1	12.6		"	"	4			30.04	43.4	271.4	5			"		0	"
7	4 9	20.5		"	N. E. by N.	4			30.04	44.4	271.4	5			clear		0	"
8	4 4	28.3		"	"	4			30.09	45.4	271.4	5			"		0	"
9	4 8	36.0		"	N. E. by E.	3			30.04	45.4	271.4	5			clear		0	"
10	4 5	43.5		"	"	3			30.04	45.4	271.4	5			clear		0	"
11	4 5	51.0		"	"	3			30.04	45.4	271.4	5			"		0	"
Mid.	4 4	58.4		"	"	3			30.04	45.4	271.4	5			clear		0	"

under the command of

Commander J. F. Jones

, U. S. Navy,

Thursday January 10th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence of Unit 4. A. M.

Overcast & hazy; light drizzling rain at intervals preceded by light puffs of wind. Moderats breeze from E. & N.E., varying slightly in direction. Under sail & steam.

From 4 to 8. A. M.

Thos. Rodman
Ensign U. S. N.

Overcast with drizzling rain in occasional showers. Moderats breeze from N. E. On course S. W. by S. Under steam, all square sail except main sail & the jib. Smooth sea.

From 8. A. M. to Meridian

W. B. Hoggatt
Ensign U. S. N.

Overcast & cloudy with passing squalls of mist & rain. Moderats breeze from N. E. by N. & N. E. Repaired part of jib. At end of watch under steam & all plain sail except flying for topmast stay sail, main trysail & spanker. Log since from N. E. at 11, commenced registering the new (Port) Watson log. Patent Log 65.5.

From Meridian to 4 P. M.

H. C. Gearing
Lieut. U. S. N.

Overcast & cloudy. Moderats breeze from N. E. & N. E. by E. At 12.45 shifted course to S. 3/4 W. Patent log 115. A number of junks in sight around the horizon beyond the Southward. Constructed signal class half hour. Heeded red jib. At end of watch under steam & all plain sail except flying jib & spanker. Patent log 96.7. Barometer falling.

From 4 to 6 P. M.

D. A. Waring
Lieut. U. S. N.

Overcast & cloudy. Moderats breeze from N. E. by E & steam from the same direction; ship rolling easily. Passed several Chinese junks heading to the S.

From 6 to 8 P. M.

Thos. Rodman
Ensign U. S. N.

Overcast with occasional light mist. Moderats breeze from N. E. by N. Ship rolling easily to moderate sea from N. E. On course S. 3/4 W. under jib & square sails to royal & main trysails.

From 8 P. M. to Night

W. B. Hoggatt
Ensign U. S. N.

Cloudy & during mid of watch overcast with light passing spits of rain. Jib & breeze from N. E. by E. At 8.10 set the Main & Mizzen. Topmast stay sail & main trysails. Steering course S. 3/4 W.

H. C. Gearing
Lieut. U. S. N.

Examined and found to be correct.

J. S. Galloway
Navigator.

LOG of the UNITED STATES

Steamer Cygnet, 3^d Rate,
Sea making passage to Singapore

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	4	6	66.0	S. 3/4 W.	N. E. by E.	3-4			30.06	45	44	42	45	b.c.d.	cir cum	2	9	
2	4	8	73.8	"	"	3-4			30.04	45	44	43	45	"	"	1	"	
3	4	6	81.4	"	"	3-4			30.03	45	45	43	45	"	"	1	"	
4	4	4	88.8	"	"	3-4			30.02	45	45	43	45	"	"	1	"	
5	4	2	96.0	"	"	3			30.02	45	45	43	45	scm.	cir cum	0	"	
6	4	2	103.2	"	"	3			30.03	46	45	43	45	b.c.u.	cir cum	1	"	
7	4	2	10.4	"	"	3			30.03	46	45	44	46	"	cir cum	4	"	
8	4	5	17.9	"	"	3			30.04	44	45	44	46	b.c.	"	3	"	
9	4	4	25.3	"	"	3			30.06	48	46	45	46	b.c.d.	cir cum	3	"	
10	4	4	32.4	"	"	3			30.06	48	46	45	46	b.c.d.	cir cum	0	"	
11	4	3	39.4	"	"	3			30.05	48	46	45	46	"	"	0	"	
Noon.	4	3	47.0	"	"	3			30.02	48	46	46	46	"	"	0	"	

Course and distance made good since preceding noon by observations,

S. 18° W. 22.3 knots, tenths.

Position at Noon: { Latitude by D. R.
Longitude by D. R.
Latitude by observations of ☉
Longitude by chronometer from Forenoon Observations of ☉

N. 14° 52' 00"
E. 110° 14' 00"
N. 14° 16' 00"
E. 109° 44' 00"

Position at 8 a. m. { Latitude by
Longitude by

Position at 8 P. M. { Latitude by
Longitude by

Polaris

N. 13° 10' 00"
E. 109° 51' 00"

Current during the time, / knots & tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at

Variation of the Compass by Azimuth ☉ observed at

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

300 gallons.

200 "

1000 "

11 tons *1590* lbs.

127 " *1790* "

P. M.																
1	4	6	54.6	S 3/4 W.	N. W.	3	29.99	48	46	45	46	b.c.v. cum.	0			S
2	5	6	61.0	S by E.	"	3	29.96	46	44	44	46	"	0	"	"	"
3	4	0	68.0	"	"	3	29.94	46	45	44	46	"	0	"	"	"
4	4	1	76.1	"	"	3	29.94	46	45	44	46	b.c.d. cum.	0	"	"	"
5	4	3	82.4	"	N. N. W.	3	29.94	46	45	44	46	b.c. cum.	0	"	"	"
6	4	5	89.9	South	"	3	29.94	46	45	44	46	"	3	"	"	"
7	4	2	94.1	"	"	3	29.94	44	46	45	45	"	3	"	"	"
8	4	3	104.4	"	N. W. by W.	2	29.94	44	44	45	45	"	7	"	"	"
9	8	1	12.5	"	"	2	29.99	48	44	46	44	"	8	"	"	"
10	8	1	20.6	"	Calcu	0	29.99	48	44	46	44	"	8	"	"	"
11	8	2	28.8	"	"	0	29.99	48	44	46	44	b.c.	8	"	"	"
Mid.	8	3	37.1	"	W. by N.	2	29.98	48	44	46	44	"	5	"	"	"

under the command of

Commander J. J. Keane, U. S. Navy,
Friday January 11th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced And test H. C. A.

Overcast with drizzling rain. Tugs to moderate breeze from N.E by E. Long N.E by S.W. Steaming a course of $\frac{3}{4}$ at 10, under steady plain sail to royals (same flying jib, mainsail & sprinker) & main trysails, Main and Mizzen Topmast staysails.

D. F. Warrick

From 4 to 8 A.M.

From 4 to 8 A.M. D.H. Waring
Overcast, cloudy weather, light passing mists first two hours
grew breezy from N.E. by 6. Smooth sea. Started fire for distilling at
4.20 is No 2 & 4 boilers and started distilling at 9.35.

From S. A. N. to Meridian

From S. A. N. to Meridian. Ensign W. G. H.
 Overcast & cloudy with drizzling rain at intervals throughout
 the watch. Light breeze from N. E. by E. At 9.30 went to quarters &
 exercised divisions as follows: 1st Light & Heavy, 2^d Light & Heavy, 3^d
 Pistols, Powder, Tracting Gun. At 10.08 went to Fire Quarters.
 At ending of watch ship on course S. 3/4 W. Under steam and all
 plain sail except flying jib, fore topmast staysail, spanker &
 Main Toppails. Patent Log 4 1/2. Dist 11 1/2.

From Meridian to 4 P.M.

From Meridian to 4 P.M. Breeze & 1 MBT 10/20/77
 Overcast cloudy & raining, greater part of watch. Took dinner
 from N.W. at 1.0 & changed course to Ship E. Let main trysail,
 Main & Mizzen Topmast Staysails. Under steady & plain sail
 except Flying jib, For Topmast Staysails & Spanker. Lat. 45.1. Sailing

From H. to. 6 P.M.

From 4 to 6 P.M. Lieut. W. J. M.
Clear, pleasant weather. Light breeze from N.W. At 5, changed
course to East. Under strain ^{and} plain sail to royals, save flying
jib, mainsail, & spaker. At 4.20 started fire under No 1 & 3 boilers.
Dutch sea. Light N.W. swell. P. J. Walling

From 8 P.M. to Midnight

Green & R. A. P. Midnight Lieut W. J. H.
 Clear first part cloudy last hour. Calm & light breeze from
 N.W. by W & W. by N. At 10. took in ^{the} furled all sail. At 11.30 set
 fore & aft sails except sprinker. Distilling. On course, S.W. by S.
 Ship rolling easily.

From C. to S. P. H.

From 6 to 8 P.M. Clear and pleasant, light breeze from N^W & W - falling lighter during last hour of watch & hauling canoe to the W^d. At 7.50 commenced No 1 & 3 boilers for steaming, at 6.35 took in main repairs. Detaching

Examined and found to be correct.

E. M. H. Whelan
 Ensign U. S. N.
 O. S. Calloway
 Lieut. & Navigator.

LOG of the UNITED STATES

Steamer "Essex", 30th Rate,
at sea making passage to Singapore

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	8 2	45.3		South	W. by N.	2			29.98	48.4	48.4	46.4		b.c.	cir cum	6	4
2	8 1	53.4		"	N. W.	2			29.96	44.4	48.4	46.4		"	"	4	"
3	8 4	61.8		"	"	2			29.96	44.4	44.4	46.4		b.c.	"	9	"
4	8 3	40.1		"	"	2			29.96	44.4	44.4	46.4		"	cir cum	5	"
5	8 6	48.4		"	North	2			29.95	48.4	44.4	46.4		b.c.	cir cum	4	"
6	8 4	84.1		"	"	2			29.95	48.4	44.4	46.4		"	"	6	"
7	8 3	95.4		"	"	2			29.98	48.4	48.4	44.4		"	"	4	"
8	8 4	38		"	N. N. W.	3			30.00	49.4	48.4	44.4		"	"	4	"
9	8 4	12.1		S. by W. 1/4 W.	"	2-3			30.02	48.4	48.4	44.4		"	"	4	"
10	8 4	20.5		"	North	2			30.03	48.4	48.4	44.4		"	"	4	"
11	8 4	28.9		"	"	2-3			30.02	48.4	48.4	44.4		"	"	6	"
Noon.	8 9	34.8		"	"	3			30.01	48.4	48.4	44.4		"	"	4	"

Course and distance made good since preceding noon by observations,

S 10° E

P.L. 190

220 knots.

tenths.

Position at Noon: Latitude by D. R. from A. M. *Polaris*
Longitude by D. R.
Latitude by observations of ☉
Longitude by chronometer from Forenoon Observations of ☉

N 10° 40' 00"
E 109° 41' 00"
N 10° 36' 00"
E 109° 41' 00"

Position at 8 a. m. Latitude by
Longitude by

" " "
" " "

Position at 8 P. M. Latitude by
Longitude by

N 9° 29' 00"
E 109° 10' 30"

Current during the time, 1 knots 3 tenths per hour, setting to the

S

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

" " "

Variation of the Compass by Amplitude ☉ observed at Sunset, "

" " "

Variation of the Compass by Azimuth ☉ observed at "

" " "

Variation of the Compass by Azimuth ☉ observed at "

" " "

Water expended during the preceding 24 hours,

300 gallons.

Water *Distilled* during the preceding 24 hours,

1500 "

Water remaining on hand fit for use at Noon,

2200 "

Coal consumed during the preceding 24 hours,

16 tons 470 lbs.

Coal remaining on hand at Noon,

111 " 1320 "

P. M.																		
1	8 4	39.2	44.4	W. by N	North	3			29.94	48.4	48.4	44.4		b.c.	cir cum	4	4	
2	8 4	46.5	44.4	"	"	2			29.94	48.4	48.4	44.4		b.c.	cir cum	5	"	
3	8 5	63.4		"	N. N. E.	2			29.94	48.4	48.4	44.4		"	"	5	"	
4	8 4	42.1	44.4	South	"	2			29.94	48.4	48.4	44.4		"	"	5	"	
5	8 4	40.5		"	E. N. E.	2			29.94	48.4	48.4	44.4		"	"	5	"	
6	8 4	48.5	44.4	S. by E.	East	2			29.94	48.4	48.4	44.4		b.c.	str	8	"	
7	8 4	46.9		"	"	2			29.94	48.4	48.4	44.4		"	str	9	"	
8	8 1	5.0		"	"	2			29.94	48.4	48.4	44.4		"	str	10	"	
9	8 2	13.2		"	S. by E.	3			29.95	48.4	48.4	44.4		"	"	10	"	
10	8 4	21.6		"	"	3			29.96	48.4	48.4	44.4		"	"	10	"	
11	8 3	29.9		"	S. by E.	3			29.96	48.4	48.4	44.4		b.c.	"	10	"	
Mid.	8 1	38.0		"	"	3			29.97	48.4	48.4	44.4		"	"	10	"	

under the command of

Commander J. F. Jewell, U. S. Navy,
Saturday January 12th 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced at 4 A. M.

Fair to clear. A light breeze, rather fresh. A very light breeze from W. by N. first hour & the rest of route from N. W. Smooth Sea. Moon set about 2⁰⁰. Steams alone, steering course South.

From 4 to 8 A. M.

Clear pleasant weather. Light breeze from North. Light breeze from N. W. At 6:30 hoisted sail. At 7:30 made plain sail to royal & some mainsails, spanker & flying jib. Steering a course South.

From 8 A. M. to Meridian

Fair & pleasant. Light to gentle breeze from North. At 9:00 aired bedding. By order of Commanding Officer changed course to S. by W. at 8:55. At end of water under all plain sail except flying jib, main & spanker. Patent Log 3.48.

From Meridian to 4 P. M.

Fair & pleasant. Light to light breeze from North. At 2:40 sighted land two points on starboard bow. At 3 P. M. changed course to South. P. L. 63.4. At end of water Sapate. At 4:00 hoisted P. L. 21. Under steam & all square sail except mainsails. P. L. 71.

From 4 to 6 P. M.

Clear & fine weather. Light breeze from N. W. by East. Sea smooth. At 4:00 had Pulu Sapate bearing West, P. L. reading 72.5. Shifted jib. At 4:45 went to quarters for minutes. At 5:45 changed course to S. by E. P. L. reading 87.1. A steamer in sight standing to the Northward.

From 6 to 8 P. M.

Clear, warm weather. Light breeze from East. Set Main & Mizzen Topmast Staysails & Main Tynsail. Sea smooth.

From 8 P. M. to Midnight

Clear & pleasant. Gentle breeze from S. by E. Smooth Sea. Bright moonlight. Passed a steamer standing to the N. E. Shifted distilling at 8:35 & allowed fires to die out under the distilling boilers Nos 2 & 4.

Examined and found to be correct.

C. D. Gallaway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer *Essex*, 3^d Rate,
at sea making passage to Singapore.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at't'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	4 5	45.5	Sw. 1/2 S	SE by E	2				29.968	1	49.4	49	b.c.	circumstr			4	S
2	4 4	53.2	"	balu	1				29.948	0	49.4	49	"	"			4	"
3	8 2	61.4	"	"	0				29.948	0	49.4	49	"	"			6	"
4	8 2	69.6	"	"	0				29.928	0	49.4	49	"	"			8	"
5	8 1	74.4	"	East	2				29.948	0	48.4	49	"	circ str			8	"
6	8 0	85.4	"	"	2				29.958	0	49.4	49	"	"			4	"
7	8 5	94.2	"	"	2				29.958	0	80.4	84	"	"			8	"
8	8 0	102.2	"	"	2				30.008	2	80.4	84	"	"			8	"
9	4 9	10.1	"	E S E	2				30.018	2	80.4	84	"	"			8	"
10	4 1	18.2	"	"	2				30.028	2	81.4	84	"	"			8	"
11	8 1	26.3	"	SE	2				30.008	2	81.4	84	"	"			8	"
Noon.	9 9	36.2	"	"	2				30.008	3	81.4	84	"	circumstr			4	"

Course and distance made good since preceding noon by observations, 219 Miles ^{P. M.} knots, tenths.

Position at Noon: { Latitude by D. R. N 4° 55' 00"
Longitude by D. R. E 104° 53' 00"
Latitude by observations of ☉ N 4° 36' 00"
Longitude by chronometer from Forenoon Observations of ☉ E 104° 34' 00"

Position at 8 a. m. { Latitude by
Longitude by

Position at 8 P. M. { Latitude by
Longitude by

Current during the time, / knots tenths per hour, setting to the S 34 W

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 300 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at Noon, 2800 "

Coal consumed during the preceding 24 hours, 15 tons 2080 lbs.

Coal remaining on hand at Noon, 95 " 1480 "

P. M.																		
1	8	0	44.2	Sw. 1/2 S	SE	1			29.988	3	81.4	84	b.c. circumstr				6	S
2	6	8	52.3	SE 1/2 W	balu	0			29.948	4	82.4	84	"	"			5	"
3	8	2	60.5	"	"	0			29.948	5	83.4	84	"	"			5	"
4	8	0	68.5	"	"	0			29.948	5	83.4	88	"	"			5	"
5	4	6	46.1	"	"	0			29.968	4	83.4	88	"	"			5	"
6	4	5	83.6	"	W. N. W.	1			29.968	3	82.4	88	"	"			6	"
7	8	1	91.4	"	SE	1			29.968	3	82.4	88	"	"			6	"
8	4	6	99.3	"	"	1			29.988	2	82.4	88	"	"			5	"
9	4	4	107.0	"	W. S. W.	1-2			30.008	2	82.4	88	"	"			4	"
10	8	1	15.1	"	N. E. by N.	1-2			30.008	2	82.4	88	"	"			4	"
11	4	9	23.0	"	"	1-2			30.008	2	81.4	88	"	"			3	"
Mid.	4	8	30.8	"	"	1-2			30.008	2	81.4	88	"	"			5	"

under the command of

Commander T. J. Jewell, U. S. Navy,
Sunday January 13th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & Notes 4 A.M.

Clear & pleasant. Calm, light breeze from S.E. by S. At 1:35 took in & furled all sail except jib & main trysails. Took in jib & main trysails at 3. Noon set at 2.50. On course S.W. 1/2 S. Smooth sea.

From 4 to 8 A.M.

Clear & fine weather. Very light breeze from East. Sea smooth. Under steam alone. Steering course S.W. 1/2 S.

From 8 A.M. to Meridian

Clear & pleasant. Light breeze from E. S.E. & S.E. at 9.30 Comdg Officer inspected ship & crew at quarters. At 10.30 set jib & main trysails. At 11. set clock back 12 minutes. At end of watch ship under steam, jib & main trysails on course S.W. 1/2 S. Patent Log 36.2.

From Meridian to 4 P.M.

Clear & warm. Light air from S.E. Calm. At 1:10 changed course to S.W. 1/2 W. at 2.40 took in main trysails. Under steam alone. At end of watch Patent Log read 68.5.

From 4 to 6 P.M.

Clear & pleasant. Calm & light air from W. N.W. On course S.W. 1/2 W. Smooth sea. At 4.05 took in jib.

From 6 to 8 P.M.

Fair warm & pleasant. Light S.W. air. Sea smooth. Under steam alone, on course S.W. 1/2 W.

From 8 P.M. to Night

Fair pleasant weather. Smooth sea. Light air to breeze from N.E. by N. & W. by N. Under steam alone on course S.W. 1/2 W.

L. B. T. Waring
Lieut. U. S. N.

Examined and found to be correct.

T. D. Gallagher
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex

35

Rate,

At sea; making passage to Singapore

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	78	35.6		S. S. W. 1/2 W.	North	1			30.00	87	81	78	81	B.C.	cir cum	4	3
2	80	46.6		"	"	1			29.99	87	81	78	81	"	"	4	"
3	79	54.5		"	"	1			29.98	87	81	78	80	"	"	3	"
4	80	67.5		"	"	1			29.97	87	81	78	80	"	"	2	"
5	80	70.5		"	Calms	0			29.97	87	81	77	80	"	"	3	"
6	76	78.1		"	"	0			29.95	87	81	77	80	"	"	3	"
7	76	85.7		"	"	0			29.98	87	80	78	80	"	"	3	"
8	79	93.6		"	S. E.	1			30.00	87	80	78	80	"	"	3	"
9	80	1.6		"	"	0			30.00	87	81	78	80	"	"	0	"
10	3	4	5.0	"	"	0			30.01	87	81	77	80	"	"	2	"
11					N. N. E.	1			30.01	87	81	77	80	"	"	3	"
Noon.	75	12.5		S. S. W. 1/2 W.	"	1			30.01	83	82	78	81	"	"	3	"

Course and distance made good since preceding noon by observations, S. 33° W. 176 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 5° 13' "
	Longitude by D. R.	E. 106° 07' "
	Latitude by observations of ☉	N. 5° 09' "
	Longitude by chronometer from Forenoon Observations of ☉	E. 106° 01' "
Position at 8 a. m.	Latitude by	" " "
	Longitude by	" " "
Position at 8 P. M.	Latitude by	N. 4° 11' 30' "
	Longitude by	E. 105° 24' "

Current during the time, 0 knots 3 tenths per hour, setting to the

S. 33° W.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

" " "

Variation of the Compass by Amplitude ☉ observed at Sunset, "

" " "

Variation of the Compass by Azimuth ☉ observed at

" " "

Variation of the Compass by Azimuth ☉ observed at

" " "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

" " "

Water remaining on hand fit for use at Noon,

2450 "

Coal consumed during the preceding 24 hours,

15 tons 10 lbs.

Coal remaining on hand at Noon,

80 " 1470 "

P. M.																		
1	1	3	13.8	S. S. W. 1/2 W.	Balm	0			29.98	84.83	79.81			B.C.	cir. cum.	4	10	
2	6	7	20.5	S. S. W.	"	0			29.96	84.83	79.81			"	"	2	"	
3	8	0	28.5	"	"	0			29.94	84.83	79.81			"	"	3	"	
4	8	1	36.7	"	"	0			29.93	84.83	79.81			"	"	3	"	
5	8	2	44.9	"	"	0			29.93	84.83	79.81			"	"	3	"	
6	7	9	52.8	"	N. N. E.	1			29.93	85.83	79.81			"	"	5	"	
7	7	7	60.5	"	"	1			29.94	84.83	76.81			"	"	6	"	
8	7	8	68.3	"	"	1			29.96	84.87	78.81			"	"	5	"	
9	7	6	75.9	"	N. E.	1			29.97	84.82	78.81			"	"	3	"	
10	7	6	83.5	"	East	1			29.99	84.82	78.81			"	"	3	"	
11	7	9	91.4	"	"	1			29.99	84.82	78.81			"	"	4	"	
Mid.	8	1	99.5	"	"	1			29.99	83.82	78.81			"	"	6	"	
	8	0	107.5	"	"	1			30.00	83.82	78.81			"	"	5	"	

under the command of

Commander J. F. Jewell
Monday Jan. 14th

, U. S. Navy,
1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commencing, & until 4 A.M.:

Cloudy & pleasant; light airs from N. Bright moonlight until 3:30, when moon set. Smooth sea. Steaming the course S. S. W. 1/2 W.

From 4 to 8 A.M.:

Cloudy & pleasant. Calm, & light airs from S.E. On course S. S. W. 1/2 W. Smooth sea.

Hugh Rodman
Ensign U. S. N.

From 8 A.M. to Meridian:

Cloudy & sultry. Calm. Light airs from N. N. E. At 9:25 slowed down & put over target. At 9:28 took in pat. log, reading 5. At 9:40 beat to general quarters for target practice. Expended the following ammunition in Ord. Dept.: six 60 pdr. charges, six 60 pdr. shell, six 34 lbs. charges, six Butler shell, 10 primers, 12 ten lbs. charges, eight 9 in. shell, four 9 in. shrapnel, 25 primers, 1 boxer fuzer. All secured at 10:45, picked up target & started ahead on course at 11:05, put over pat. log reading 5. Engaged in scraping spar. At end of watch, under steam alone. pat. log 12.5

M. B. Hoggatt
Ensign U. S. N.

From Meridian to 4 P.M.:

Cloudy, warm & calm. Finished scraping spar, engaged in repairing steam cutter. At 12:10 changed course to S. S. W. Pat. log 13.8 At end of watch, under steam alone on course S. S. W. Pat. log 44.9.

H. A. Seaming
Lieut. U. S. N.

From 4 to 6 P.M.:

Clear & pleasant, light airs from N. E. & E. Mustered crew at quarters at 5:00. Sighted a steamer on the stbd. quarter. Steaming the course S. S. W.

B. D. Walling
Lieut. U. S. N.

From 6 to 8 P.M.:

Partly clear, pleasant. Light airs from N. E. to N. N. E. On course S. S. W. Steamer in sight on stbd. quarter at end of watch.

Hugh Rodman
Ensign U. S. N.

From 8 P.M. to Midnight:

Fair & warm. Light airs from East. Smooth sea. Moonlight. Under steam alone, steering course S. S. W.

M. B. Hoggatt
Ensign U. S. N.

H. A. Seaming
Lieut. U. S. N.

Examined and found to be correct.

J. D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea, making the passage to Singapore, & at anchor in the harbor.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	76	15.1	S. S. W.	N. E. by N.	1				30.00	82	82	78	81	L. C.	cir. cum.	3	S.	
2	77	22.8	"	"	1				29.98	82	82	78	82	"	"	2	"	
3	78	30.6	"	"	1				29.96	82	82	78	81	"	"	3	"	
4	79	38.5	"	"	1				29.94	81	81	77	81	"	"	4	"	
5	76	46.1	"	Variably	0.1				29.95	81	81	78	81	"	"	9	"	
6	77	53.8	"	N. N. W.	1				29.97	82	81	78	81	"	cir. cum. strat.	8	"	
7	48	57.8	S. by W.	"	1				29.98	82	81	78	81	"	"	6	"	
8	81	69.9	"	"	1				30.00	82	82	78	81	"	cir. cum.	4	"	
9	76	77.5	"	"	1				30.03	85	83	78	82	"	"	4	"	
10	79	85.4	"	N. E.	1				30.04	86	84	79	82	"	"	7	"	
11	79	93.3	"	"	1				30.03	86	85	80	82	"	"	7	"	
Noon.	84	1.4	"	"	1				30.01	85	85	80	82	"	"	6	"	

Course and distance made good since preceding noon by observations, S. 23° W. 19⁸ knots. tenths.

Position at Noon:	Latitude by D.R. Bearings	N.	2° 07'	"
	Longitude by D.R.	E.	104° 43'	"
	Latitude by observations of ☉	S. R.	2° 12'	"
	Longitude by chronometer from Forenoon Observations of ☉	S. R.	104° 43'	"

Position at 8 a. m.	Latitude by	"	"	"
	Longitude by	"	"	"

Position at 8 P. M.	Latitude by	"	"	"
	Longitude by	"	"	"

Current during the time, .2 knots tenths per hour, setting to the S. 8° W.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2150 "

Coal consumed during the preceding 24 hours, 14 tons 720 lbs.

Coal remaining on hand at Noon, 66 " 750 "

P. M.																		
1	76	9.3		S. W.	N. by E.	1			29.99	85	80	80	82		f. c.	cir. cum.	8	S.
2	80	17.3		S. by W. 3/4 W.	"	1			29.97	85	81	81	83		"	"	6	"
3	67	25.5		S. S. W. 1/2 W.	North	1-2			29.94	85	80	80	83		"	"	6	"
4	81	33.6		S. by W. 1/4 W.	"	1-2			29.92	85	77	77	82		"	"	8	"
5	83	38.9		S. by W.	"	2			29.94	86	79	78	83		"	"	8	"
6	47	45.6		S. S. W.	"	3			29.94	85	79	78	83		"	"	7	"
7	44	53.6		S. W. 1/4 S.	N. N. W.	3			29.95	84	79	78	83		"	"	7	"
8	57	60.9		N. by S.	N. W.	3			29.99	83	78	78	83		"	"	8	"
9	50	70.9		N. 1/2 S.	N. N. W.	2			29.99	84	79	78	83		"	"	8	"
10	79	81.8		"	"	2			29.99	84	79	78	82		"	"	8	"
11	16	83.4		Standing in for anchor	North	2			29.97	83	78	77			"	"	8	"
Mid.				N. E.	"	2			29.97	82	78	77			"	"	8	"

under the command of

Commander T. F. Jewell

, U. S. Navy,

Tuesday January 15th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a. m.:

Fair, pleasant weather. Light airs from N. E. by N. Under steam alone, on course, S. S. W. Smooth sea. Bright moonlight.

B. P. Walling

From 4 to 8 a. m.:

Lieut. U. S. N.

Clear & pleasant, variable light airs, & from N. E. by N. Under steam. At 6:45, by order of Comdg. Officer, changed course to S. by W. P. L. 57.0 Sighted land at point on the stbd. bow at daylight, & groups of islands on stbd. bow immediately afterwards. Sighted two steamers, one standing to N. one to S. At end of watch Pulo Aor (highest peak) bore (p.c.) S. W., ships head S. by W.

Lang Rodman

From 8 a. m. to Meridian:

Ensign U. S. N.

Clear & pleasant. Light variable airs from N. E. by E. At 9:30 went to quarters. Gun divisions exercised at great guns. Engaged in scrubbing iron rusk off the outside of ship. At noon, ship on course S. by W. under steam alone. Pat log 1.7. At noon Tangy Island bore N. N. W. to W. Xoa Island bore N. N. W. to W.

From Meridian to 4 P. M.:

M. J. Loggatt

Ensign U. S. N.

Clear & warm. Light airs to light breeze from N. by E. & North. Engaged in washing off ship's side. At 1:30 changed course to S. by W. 1/4 W. & at 2:45 to S. S. W. 1/4 W. At 3:40 let jib, main trysail, main & mizzen topmast staysails. At end of watch under steam alone sail. Mainland in sight on starboard bow & beam. Pat log 33.6

W. A. Seaming

From 4 to 6 p. m.:

Lieut. U. S. N.

Clear, pleasant weather. Light to gentle breeze from North. At 5:30 sighted Horsburgh Lt. H. bearing S. S. W. 1/4 W. At 5:00 made plain sail to royals, rose flying jib, mainsail & E. & spunk. Changed course as follows: at 4:40 to S. by W., at 5:30 to S. S. W.

B. P. Walling

From 6 to 8 P. M.:

Lieut. U. S. N.

Clear & pleasant, gentle breeze from N. E. by W. At 6:00 by order of Comdg. Officer changed course to S. W. 1/4 S. P. L. 49.8 & at 6:30 to N. S. W. P. L. 53.6, & at 7:20 to N. by S. P. L. 60.7. Standing up for Singapore. At 6:43 Horsburgh Lt. bore (p.c.) S. S. E. distant 1.2 miles. At 6:00 called all hands, shortened & furled sail, & sent down royals yards, unbent royals & flying jib.

Lang Rodman

From 8 P. M. to Midnight:

Ensign U. S. N.

Clear & pleasant. Light breeze from N. N. W. & North. At 8:15 sighted Fort Pomering light bearing West, course N. by S. At 8:20 lost sight of Horsburgh light, bearing E. N. E. 1/4 E. At 8:39 changed course to N. by S. Pat Log 70.9. At 10:12 rang 1 bell & slowed down. Stood in for Singapore, Comdg. Officer at conn, changing course at intervals. At 10:15 hauled in Pat Log reading 83.7. At 10:37 rang two bells & stopped. At 10:38 let go starboard anchor in 9 fms. water, ran 300 fms. & found anchor. Laid bottom. Bunked fire. Fort Banning Light bore N. N. W. to W. Peak Island bore S. 1/2 W. Ships draft 13' 4" fwd, 15' 5" aft.

J. M. Russell

Naval Cadet U. S. N.

Navigator.

T. G. Galloway

Lieut. & Navigator

LOG of the UNITED STATES

Steamer *Essex*, 3^d Rate,
 Anchored in the harbor of Singapore, Straits Settlements.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>Ship's Head</i>													
1				<i>N. E. by N.</i>	<i>N. N. W.</i>	3			29.99	82	81	78		<i>b.</i>	<i>None</i>	10	<i>b.</i>
2						3			29.99	81	81	78				10	
3						3			29.98	81	80	78				10	
4						3			29.96	80	80	77				10	
5				<i>N. E.</i>	<i>North</i>	2			29.95	80	79	77		<i>b. c. w.</i>	<i>str.</i>	8	
6						2			29.95	80	79	77			<i>cum.</i>	8	
7						2			29.97	80	80	78		<i>b. c.</i>		7	
8						2			29.99	81	80	78				4	
9				<i>N. by N.</i>	<i>N. N. E.</i>	2			29.99	83	81	78				7	
10				<i>N. by N.</i>		2			30.01	84	82	78				6	
11				<i>S. S. W.</i>	<i>East</i>	3			30.04	84	82	79				6	
Noon.				<i>N. N. by N.</i>		3			30.00	84	82	79				6	

Course and distance made good since preceding noon by observations.

knots. tenths.

Position at Noon: { Latitude by D. R. " " "
 Longitude by D. R. " " "
 Latitude by observations of ☉ " " "
 Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. { Latitude by " " "
 Longitude by " " "

Position at 8 P. M. { Latitude by " " "
 Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

550 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon,

1600 "

Coal consumed during the preceding 24 hours,

6 tons 1900 lbs.

Coal remaining on hand at Noon,

59 " 1090 "

P. M.																	
1				<i>S. N. by S.</i>	<i>East</i>	3			29.97	85	83	80		<i>b. c.</i>	<i>cum.</i>	7	<i>b.</i>
2				<i>S. S. W.</i>	"	3			29.95	85	83	80		"	"	7	"
3				<i>South</i>	"	3			29.93	85	83	80		"	"	6	"
4					"	3			29.93	85	83	80		"	"	6	"
5				<i>E. by N.</i>	"	3			29.93	85	83	80		"	"	7	"
6					"	3			29.94	85	83	80		"	"	6	"
7					<i>N. E.</i>	3			29.95	85	83	80		"	"	8	"
8				<i>N. E. by E.</i>	"	3			29.95	85	83	80		"	"	8	"
9					"	3			29.97	84	82	79		"	"	8	"
10					<i>N. N. E.</i>	2			29.97	83	82	79		"	"	8	"
11				<i>N. E.</i>	"	2			29.97	83	81	78		"	"	8	"
Mid.					"	2			29.98	82	81	78		"	"	9	"

under the command of

Commander J. F. Jewell

, U. S. Navy,

Wednesday January 16th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced & until 4 A.M.:

Clear. Bright moonlight. Gentle breeze from N.N.W.

From 4 to 8 A.M.:

Clear, warm weather. Light breeze from North. Unbent maintopgallant sail for repairs

H. C. Keating.

Lieut. U. S. N.

From 8 A.M. to Meridian:

Clear & warm; gentle breeze from N.N.E. to East. Riding to tide, wind abeam. Received an official visit from an officer of H.M.S. "Hauderew", & sent an officer to return it. Bent maintopgallant sail. Made preparations for coaling ship.

B. H. Waring

Lieut. U. S. N.

From Meridian to 4 P.M.:

Fair & warm. Gentle breeze from East. Coal lighters came alongside at 3:12. Commenced coaling ship.

Hugh Rodman

Ensign U. S. N.

From 4 to 8 P.M.:

Clear & pleasant. Gentle breeze from East & N.E. Taking in coal. Received in Engineers Dept. 105 lbs. of oak-meal. Made preparations for getting under way.

C. E. Hudson

Naval Cadet U. S. N.

From 8 P.M. to Midnight:

Clear & pleasant, light breeze from N^l & E. Engaged in coaling ship.

H. C. Keating.

Lieut. U. S. N.

Hugh Rodman

Ensign U. S. N.

J. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex
At sea making the passage to Colombo., 3rd Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	6 3	2	83.4	North	North	2			29.95	82	80	77		L. c.	Cir. cum.	8	8	
2	5 9	9	83.1	Standing at anchor	"	1			29.94	83	81	78	82	"	"	8	"	
3	4 4	4	98.4	N. by N.	"	2			29.94	82	81	78	82	"	"	8	"	
4	6 5	7	72	N. by N.	N. N.	2			29.94	82	81	77	82	"	"	8	"	
5			72	N. N. N.	N. E.	2			29.94	82	81	77	82	"	"	8	"	
6	6 6	13	8	N. N. 1/2 N.	"	3			29.96	81	80	76	82	"	"	8	"	
7	6 9	20	7	N. N. 1/2 N.	"	3			29.96	81	81	76	82	"	Cir. strat.	8	"	
8	6 8	27	5	"	"	3			29.98	81	81	76	82	"	"	8	"	
9	7 0	34	5	"	N. E. by N.	3			29.98	81	81	76	83	"	Cir. cum.	8	"	
10	7 5	41	0	"	"	3			29.98	81	81	76	83	"	"	8	"	
11	6 6	47	6	"	N. N.	2			29.97	83	81	76	84	"	"	8	"	
Noon.	7 2	04	8	"	N. by N.	3			29.96	84	82	77	86	"	"	8	"	

Course and distance made good since preceding noon by observations, *Coasting*

71 knots. 4 tenths.

Position at Noon: { Latitude by D. R. *Bearings*
Longitude by D. R. *do*
Latitude by observations of ☉
Longitude by chronometer from Forenoon Observations of ☉

N. 1° 40' "
E. 102° 48' "

Position at 8 a. m. { Latitude by *Bearings*
Longitude by *do*

N. 1° 26' "
E. 103° 10' "

Position at 8 P. M. { Latitude by *do*
Longitude by *do*

N. 2° 13' "
E. 101° 59' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, "

° ' "

Variation of the Compass by Azimuth ☉ observed at "

° ' "

Variation of the Compass by Azimuth ☉ observed at "

° ' "

Water expended during the preceding 24 hours,

1450 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1150 "

Coal consumed during the preceding 24 hours,

6 tons 640 lbs.

Coal remaining on hand at Noon,

163 " 450 "

P. M.																		
1	6 7	61.5	N. W. by W.	W by N.	3	29.95	85	84	78	86	L. c.	Cir cum.	7	S				
2	6 8	68.3	"	"	3	29.94	86	85	80	85	"	"	7	"				
3	6 9	75.2	"	West	3	29.92	87	86	79	85	"	"	6	"				
4	6 9	83.1	"	"	3	29.92	86	85	80	85	"	"	6	"				
5	6 7	88.8	"	"	3	29.91	86	85	79	85	"	"	6	"				
6	6 3	95.1	"	N. W. by W.	1	29.91	86	85	80	84	"	"	5	"				
7	6 8	1.9	"	N. W. by N.	2	29.91	86	85	80	84	"	Cir strat.	7	"				
8	7 7	9.6	"	"	2	29.93	86	85	81	84	"	"	7	"				
9	7 0	17.6	"	N. W.	2	29.95	85	85	80	84	"	Cir cum.	6	"				
10	8 2	25.8	"	N. E. by E.	3	29.95	83	83	78	84	"	"	7	"				
11	8 5	34.4	"	North.	3	29.97	83	82	79	84	"	"	7	"				
Mid.	7 9	42.3	"	"	3	29.97	82	82	79	84	"	"	7	"				

under the command of

Commander J. F. Jewell

, U. S. Navy,

Thursday January 17th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear & pleasant, bright moonlight. Light breeze from North to N.W. At 1 finished coaling ship having received 110 tons Cardiff coal. At 1:02 called the watch, got up anchor & at 1:40 got under way & stood out of Singapore harbor into Singapore straits with the captain at the conn. At 1:54 set course S.W. by W. 1/4 W. At 2:54 changed course to N.W. 1/4 W. & at 3:46 to N. At end of watch Pulu Pisang Lt. bore (p.c.) N.W. 1/4 W. & Raffles Lt. E.S. & E. Ship's lead N. by N. Draft of ship forward 14' 3", aft 16' 5".

W.B. Hoggatt

Ensign U.S.N.

From 4 to 8 A.M.:

Clear & pleasant weather. Light to gently breeze from N.E. Bright moonlight till daylight. Smooth sea. Passed two steamers standing to the Southward. At 5:00 set 1/2 m. & 1/2 m. Miz. Topmast staysails, jib & m. trysail. Changed course as follows: at 4:35 to N.W. 1/4 W. p. log 4.6, at 5:00 to N.W. 1/4 W. p. log 9.4, at 6:00 to N.W. by W. p. log 13.8. At 7:33 Pulu Pisang Light bore N.E. by N. distant 5 miles. Under steam with four boilers. At 8:00 p. log read 27.5 & Pulu Pisang Light bore N.E. by E 4.6.

From 8 A.M. to Meridian:

W.B. Hoggatt

Ensign U.S.N.

Clear & pleasant. Light to gently breeze from N.E. by N. first two hours, shifting to N.W. & N. by N. third & fourth hours. At 8:15 set foresail. At 10:40 took in foresail. At 10:50 sent royals & crossed royal yards. At 11:00 took in fore & aft sails. At 11:15 set clock back six minutes. At 11:30 started fire under boilers 2 & 4 for condensing. At end of watch standing up Malacca Straits under steam alone. Lat. log reading 54.8 & Formosa Mountains bearing N.E. by N. Large steamer in sight at end of watch about 4 miles astern.

B.H. Walling

From Meridian to 4 P.M.:

Ensign U.S.N.

Clear & warm: gently N.W. breeze. Standing up Malacca Strait, course N.W. by W. At end of watch Undan Lt. bore (p.c.) N.W. & highest peak Mt. Ophir (p.c.) E.N.E. & E. Set fore & aft sail at 3:00.

Hugh H. Ludman

Ensign U.S.N.

From 4 to 8 P.M.:

Clear & pleasant. Light air & breeze from West & N.W. by W. at 4:40 Undan Lt. Ho. bore p.c. N.E. by N. distant 3.4 miles. At 5:35 took in fore & aft sail. On course N.W. by W.

W.B. Hoggatt

Ensign U.S.N.

From 6 to 8 P.M.:

Clear & pleasant. Light breeze from N.W. by N. Smooth sea. Moon rose at 6:10 & after that full moonlight. At 6:27 sighted Rachada Light bearing N.W. (p.c.) At 6:40 turned on steam to engines from boilers nos. 5 & 7. At 8:00 Rachada Light bore (p.c.) N.W. 1/4 N. Steering course N.W. by N. under steam alone. Distilling

H.B. Searing

Ensign U.S.N.

From 8 P.M. to Midnight:

Fair, pleasant weather. Light breeze from N.W. Gently breeze from N.E. by E. & North. At 9:50 made all sail to royals, sent flying jib & mainsail. Took it in at 11:00. At 10:08 Rachada Lt. bore N.E. by N. distant 5 miles. At midnight at bore E.S. & E.

B.H. Walling

Ensign U.S.N.

Examined and found to be correct.

J. F. Jewell

Ensign U.S.N. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea making the passage to Colombo, Ceylon.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	78	50.1		N. N. W.	N. by E.	3			29.97	83	82	78	84	b.c.h.	Cir. Cum. str.	7	8
2	83	58.4		"	"	3			29.97	83	82	78	84	"	"	8	"
3	81	66.5		"	N. E.	3			29.96	83	82	78	84	"	"	5	"
4	80	74.5		"	"	3			29.95	84	83	79	84	"	"	4	"
5	79	82.4		"	"	2			29.94	84	83	80	84	"	Cir. Cum. 2d nimb.	4	"
6	64	88.8		N. N. W.	Eack	2			29.94	84	83	80	84	"	"	4	"
7	75	94.9		"	N. N. W.	2			29.98	83	82	80	84	b.c.	"	2	"
8	75	5.4		"	West	3-4			30.01	82	81	79	84	c.c.v.g.	Cum. nimb.	0	"
9	76	13.0		"	"	3-4			30.00	82	81	78	84	"	Cir. Cum. nimb.	0	"
10	79	20.9		"	"	3			30.00	83	81	78	84	b.c.	"	1	"
11	75	28.4		"	"	3			30.00	83	81	78	85	"	"	1	"
Noon.	91	34.5		"	"	3			30.00	83	81	78	85	"	"	1	"

Course and distance made good since preceding noon by observations, N 51° W 185 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 3° 29' "
	Longitude by D. R.	E. 100° 24' 12' "
	Latitude by observations of ☉	N. 3° 36' "
	Longitude by chronometer from Forenoon Observations of ☉	" " "

Position at 8 a. m.	Latitude by S. R.	N. 3° 5' "
	Longitude by S. R.	E. 100° 46' 30' "
Position at 8 P. M.	Latitude by S. R.	N. 4° 12' "
	Longitude by S. R.	E. 99° 43' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 1450 gallons.

Water Distilled during the preceding 24 hours, 1100 "

Water remaining on hand fit for use at Noon, 1800 "

Coal consumed during the preceding 24 hours, 14 tons 180 lbs.

Coal remaining on hand at Noon, 149 " 270 "

P. M.																	
1	75	45.0		N. N. 3/4 N.	N. by N.	3			29.96	83	82	79	85	b.c.g.	Cir. Cum.	3	8
2	75	52.5		"	"	3-4			29.93	84	83	79	85	"	"	4	"
3	79	60.4		"	"	3-4			29.91	85	84	79	85	"	"	5	"
4	76	68.0		"	N. N. W.	3-4			29.90	85	84	79	85	"	"	5	"
5	73	76.3		"	N. by N.	3			29.91	85	84	79	85	b.c.	Cir. Cum. str.	5	"
6	72	82.5		"	"	3			29.93	85	84	79	85	"	"	5	"
7	74	89.9		"	N. N. by N.	3			29.95	85	84	80	85	b.c.h.	"	6	"
8	72	97.1		"	"	3			29.97	85	85	80	85	"	Cir. Cum.	7	"
9	71	4.2		"	N. N. W.	2			29.97	85	85	80	85	"	Cir. Cum. str.	7	"
10	74	11.6		"	"	2			29.97	85	85	80	85	"	"	5	"
11	77	19.3		"	"	1			29.99	85	85	80	84	"	"	5	"
Mid.	75	26.8		"	"	1			29.99	85	85	80	84	"	"	6	"

under the command of

Commander J. F. Jewell.

, U. S. Navy,

Friday January 18th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Clear & pleasant, gentle breeze from N^d E. Standing up Malacca strait under steam & fore & aft sail, course N. N. by N. until 4:00 when by order of Comdg Officer it was changed to N. N. by N. N. At 7:10 Parcelas Id. bore (p.c.) N. E. by N. distant 10.6 miles. Sighted One Fathom Shoal Lt. at 3:40 bearing (p.c.) N. N. by N.

Thos. Rodman

From 4 to 8 a.m.:

Ensign U.S.N.

Cloudy & pleasant first part with light breeze from N. E. & East, shifting to N. N. W. West last part with heavy rain squalls at 7:30. At 5:30 On fm. Bank Lt. bore p.c. N. N. E. by E. distant 2.4 miles. At 5:37 changed course to N. N. by N. At 5:35 took in fore & aft sail. Set it again at 7:50. Lost sight of Lt. Ho. bearing S. E. by E. at 7 a.m. Distilling.

M. Hoggatt

Ensign U.S.N.

From 8 a.m. to Meridian:

Fair & pleasant. Gentle breeze from N^d. Sighted Jarra Island at 11:55. Under steam & fore & aft sail. Steering course N. N. by N. Distilling.

From Meridian to 4 P.M.:

H. C. Seavoy

Lieut U.S.N.

Clear & pleasant. Gentle breezes increasing in occasion to squalls & moderate breezes from N by N. first three hours, & from N. N. W. last hour. At 1 o'clock changed course to N. N. by N. At 3:45 took in fore & aft sail. At end of watch, ship on course, N. N. by N. under steam alone, Pat log reading 68 miles. At 3:46 Jarra Id. bore N. N. by N. distant about 4 miles.

B. H. Walling

Lieut U.S.N.

From 4 to 6 P.M.:

Clear & pleasant, gentle breeze from N. by N. Steaming the course N. N. by N. Mustered crew at quarters. At 4:10 took departure from Jarra Island, bearing N. E. by N., distant 3.2 miles

Thos. Rodman

From 6 to 8 P.M.:

Ensign U.S.N.

Clear & pleasant. Gentle breeze from N. N. by N. On course N. N. by N. Smooth sea. Light bearing to E.

M. Hoggatt

Ensign U.S.N.

From 8 P.M. to Midnight:

Clear & pleasant. Light breeze falling to a light air from N. N. W. Smooth sea. Bright moonlight. Lightening to the N^d E. Under steam alone, steering course N. N. by N.

H. C. Seavoy

Lieut U.S.N.

Examined and found to be correct.

E. D. Galloway

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea, making the passage to Colombo, Ceylon.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.																		
1	77	36.5		N. N. $\frac{3}{4}$ E.	N. N. by N.	2			29.96	84	84	80	84	B. C. l.	Cir. strat.	7	5	
2	72	41.7		"	N. N. E.	2			29.96	83	84	80	84	B. C. l.	"	7	"	
3	73	49.0		"	"	2			29.96	83	83	79	84	"	Cir. cum. strat.	7	"	
4	72	56.7		"	"	2			29.97	83	84	78	84	"	"	7	"	
5	68	63.0		"	N. N. by N.	2			29.97	84	84	78	84	"	"	7	"	
6	78	70.8		"	"	2			29.98	84	84	79	84	"	"	6	"	
7	63	77.1		"	N. N. by E.	2			29.99	84	84	79	84	B. C.	"	7	"	
8	70	84.1		"	"	2			30.00	85	84	79	84	"	"	6	"	
9	70	91.1		"	"	2			30.02	86	84	79	84	"	Cir. cum. & mist.	4	"	
10	68	97.9		"	"	3			30.02	84	83	79	84	B. C. r.	"	9	"	
11	67	46		"	"	3			30.02	83	81	78	84	"	"	9	"	
Noon.	80	12.6		"	"	2			30.00	83	81	79	84	B. C.	Cir. cum.	3	"	

Course and distance made good since preceding noon by observations, N. 55° E. 16.7 knots. tenths.

Position at Noon:	Latitude by D. R.	N.	5° 21'	"
	Longitude by D. R.	E.	98° 10'	"
	Latitude by observations of ☉	N.	5° 12'	"
	Longitude by chronometer from Forenoon Observations of ☉	E.	98° 08'	"

Position at 8 a. m.	Latitude by	"	"	"
	Longitude by	"	"	"

Position at 8 P. M.	Latitude by S. R.	N.	5° 42'	"
	Longitude by S. R.	E.	97° 19'	"

Current during the time, knots 4 tenths per hour, setting to the S. 12° E.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head N. N. $\frac{3}{4}$ E. E. 1° 55' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " " "

Variation of the Compass by Azimuth ☉ observed at 7.25 AM. N. N. $\frac{3}{4}$ E. E. 2° 25' "

Variation of the Compass by Azimuth ☉ observed at " " " "

Water expended during the preceding 24 hours, 350 gallons.

Water Distilled during the preceding 24 hours, 1300 "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, 13 tons 1520 lbs.

Coal remaining on hand at Noon, 135 " 990 "

P. M.																		
1	74	20.0	N. N. $\frac{3}{4}$ E.	N. N. E.	2-3			29.97	85	83	80	84	B. C.	Cir. cum. strat.	6	5		
2	73	27.3	"	"	2-3			29.96	86	84	80	84	"	"	7	"		
3	77	35.0	"	"	2-3			29.94	86	85	81	84	"	"	7	"		
4	76	42.6	"	N. N. by E.	2-3			29.94	86	85	81	84	"	Cir. cum.	6	"		
5	84	51.0	"	N. E.	2			29.93	88	84	80	84	"	"	7	"		
6	45	53.5	N. N. $\frac{1}{2}$ E.	"	2			29.94	83	83	79	84	"	"	8	"		
7	78	65.4	"	N. by E.	2			29.95	84	84	80	84	B. C. l.	"	8	"		
8	76	73.0	"	"	2			29.96	84	84	79	84	"	"	8	"		
9	79	80.9	N. N. E.	N. N. E.	3			29.98	84	83	79	84	"	"	7	"		
10	80	88.9	"	"	3			29.98	84	84	79	83	"	"	7	"		
11	81	97.0	"	"	2			29.97	84	84	79	83	"	"	7	"		
Mid.	79	4.9	"	N. E.	2			29.99	84	84	80	83	"	"	7	"		

under the command of

Commander J. F. Jewell

, U. S. Navy,

Saturday January 19th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Clear & pleasant weather, with light fog first hour. Light breezes from N. N. by N. E. N. N. N. Bright moonlight. Smooth sea. Steaming a course N. N. $\frac{3}{4}$ N. under steam alone. Stopped distiller at 3:10. Lightning to N. E. & E. S.

R. D. Wailing
Lieut. U. S. N.

From 4 to 8 A. M.:

Clear & pleasant; light head wind from N. E. & N. E. Steaming the course N. N. $\frac{3}{4}$ N.

From 8 A. M. to Meridian:

Samuel Rodman
Ensign U. S. N.

Cloudy & pleasant first & fourth hours. Cloudy squally & rainy second & third hours. Light to gentle breezes from N. N. by N. At end of watch, ship on course N. N. $\frac{3}{4}$ N. under steam alone. Pat. log reading 2.6 set clock back nine minutes last hour.

From Meridian to 4 P. M.:

M. H. Foggatt
Ensign U. S. N.

Clear & pleasant. Light to gentle breezes from N. N. by N. first three hours, shifting to N. N. by N. last hour. Steaming on course N. N. $\frac{3}{4}$ N.

From 4 to 6 P. M.:

W. H. Wailing
Lieut. U. S. N.

Clear & pleasant weather. Light breezes from N. E. At 4:05 set fore & aft sail, except spanker. At 5:10 set spanker & at 5:35 set foresail. At 5:35 changed course to N. N. $\frac{1}{2}$ N. Passed numerous tide rips. Light swell from N. N. E.

From 6 to 8 P. M.:

R. D. Wailing
Lieut. U. S. N.

Clear & pleasant; gentle breeze from N. by E. Continual heat lightning to E. & to the S. E. Under steam, fore & aft sail & fore sail. By order of Comdg. Officer changed course to N. N. N. at 8:00. Moon rose at 7:50.

From 8 P. M. to Midnight:

Samuel Rodman
Ensign U. S. N.

Clear & pleasant. Gentle to light breeze from N. N. E. to N. E. Lightning to N. E. & E. S. & S. E. & N. E. At 8:55 set topsails, t. g. sails & royals. Took them in at 11:00. On course N. N. N.

M. H. Foggatt
Ensign U. S. N.

Examined and found to be correct.

E. D. Lawway
Lieut. & Navigator.

LOG of the UNITED STATES Steamer Essex, 3^d Rate,
At an making the passage to Ceylon Colombo.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	7 4	12.3		N. N. W.	N. N. E.	2			29.99	84	84	80	84	B. c. l.	cum. strat.	7	V.	
2	7 4	19.7		"	N. E.	2			29.99	84	84	80	84	"	"	5	"	
3	7 6	27.3		"	"	2			29.99	84	84	80	84	"	"	5	"	
4	7 6	34.9		"	"	2			29.97	84	84	80	84	"	"	6	"	
5	7 7	42.6		"	"	1			29.96	84	83	81	84	"	cir. cum.	7	"	
6	7 8	50.4		"	"	1			29.96	84	83	81	84	"	"	6	"	
7	7 6	58.0		"	"	2			29.98	84	83	80	84	"	"	4	"	
8	7 8	65.8		"	"	3-5			29.98	84	83	80	84	B. c. l. p. g.	cum. nimb.	3	"	
9	8 7	74.5		"	E. a. e.	3-5			29.99	84	82	78	84	B. c. l. p. g.	"	1	"	
10	8 4	82.9		"	"	2-3			30.00	84	82	78	84	B. c. l.	"	3	"	
11	8 1	91.0		"	"	3			30.00	85	83	81	84	"	"	5	"	
Noon.	10 2	1.2		"	N. E.	3			29.99	85	82	80	84	"	cir. cum. str. nimb.	5	"	

Course and distance made good since preceding noon by observations, N. 65° W. 187 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 6° 31'	"
	Longitude by D. R.	E. 95° 16'	"
	Latitude by observations of ☉	N. 6° 30'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 95° 17'	"
Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"
Position at 8 P. M.	Latitude by	N. 6° 43'	"
	Longitude by	E. 94° 07'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at 4:30 P. M. N. 79° W. E. 1° 45' "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2350 "

Coal consumed during the preceding 24 hours, 11 tons 1680 lbs.

Coal remaining on hand at Noon, 123 " 1550 "

P. M.																		
1	7 3	3.3	N. N. N.	E. a. e.	3	29.95	85	84	80	84	B. c. l. p. g.	cir. cum. strat.	5	V.				
2	8 2	17.6	"	"	3	29.95	85	83	80	85	"	"	2	"				
3	8 9	26.5	"	E. by N.	4	29.94	84	82	78	84	B. c. l. p.	"	2	"				
4	8 0	34.5	"	"	3-2	29.94	84	82	78	84	B. c. l.	"	4	"				
5	7 9	42.4	"	"	3	29.96	85	83	78	84	"	"	4	"				
6	8 0	50.4	"	"	3	29.96	84	83	78	84	"	"	3	"				
7	8 2	58.6	"	"	3	29.98	84	84	79	84	"	cir. strat.	7	"				
8	8 0	66.6	"	"	3	30.00	84	83	79	84	"	"	8	"				
9	7 3	73.9	N. by E.	N. E.	3	30.02	84	83	79	83	B. c. l.	cir. cum. strat.	6	"				
10	6 9	80.8	N. by N.	"	3	30.04	84	84	79	83	"	"	6	"				
11	7 2	88.0	"	"	3	30.04	84	84	79	83	B. c. l.	"	3	"				
Mid.	7 0	95.0	"	North.	3	30.04	84	83	79	84	"	"	2	"				

under the command of

Commander J. F. Jewell

, U. S. Navy,

Sunday January 20th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear & pleasant weather. Light breeze from N.N.E. the first hour & from N.E. the rest of watch. Sea smooth. Lightning to the N.W.E. Bright moonlight. At 1:00 took in fore & aft sail. Steering course N.N.W.

From 4 to 8 A.M.:

Fair weather. Cloudy & rain squalls from E. Last hour with passing showers. Light air to gentle breeze, with stiff squalls from N.E. Smooth sea. At 7:20 set fore & aft sail & foresail. Steering N.N.W.

H. E. Gearing.

Lieut. U. S. N.

From 8 A.M. to Meridian:

Cloudy to fair, passing showers of rain with puffs of wind preceding them. Clearing last part. Wind from E & N.E. Set topsails, top-gallant sails & royals at 8:30, & took in spanker at 9:00. At 11:15 set clock back 14 min. At 11:20 Pule Rondo bore (C.C.) S.S.W. & N.W.

B. P. Walling

Lieut. U. S. N.

From Meridian to 4 P.M.:

Cloudy weather. Passing showers first three hours. Gentle breeze from East first two hours, increasing to moderate breeze from E by N. third hour, shifting back to East & falling to light breeze during last hour. At 12:16 changed course to N. by N. At 1:28 took in main topsail. At 2:30 set main topsail. Ahead of watch, slip on course N. by N. Pat log reading 34.5

Hugh Rodman

Ensign U. S. N.

From 4 to 6 P.M.:

Cloudy & pleasant. Gentle breeze from E by N. Smooth sea. At 5:30 sighted land, bearing N.N.W. Under steam & sail to royals. Steering course N. by N.

W. M. Hoggatt

Ensign U. S. N.

From 6 to 8 P.M.:

Fair & pleasant, gentle breeze from N.E. to North, varying slightly in force & direction. Moon rose at 9:00. Passed through a tide rip at 10:15. By order of Comdg. Officer changed course to N. by E. at 8:15. To clear the southern end of Nicobar Islands, & at 9:45 to N. by N. having passed them. At 10:15 point of Great Nicobar bore N. & N. distant about 4 miles. Set main & mizzen to brace staysails at 9:55.

H. E. Gearing

Lieut. U. S. N.

From 6 to 8 P.M.:

Fair pleasant weather. Gentle breeze from E by N. At sunset made high land of Nicobar Is. bearing N. & N. Steering a course N. by N. under steam & plain sail to royals, save flying jib, mainsail & spanker. At 7:45 hauled fire under boilers Nos. 5 & 7 to repair leak.

Hugh Rodman

Ensign U. S. N.

B. P. Walling

Lieut. U. S. N.

Examined and found to be correct.

J. D. Galloway

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea on the passage to Colombo Ceylon.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	67	1.7		N by N.	North	3			30.01	83	83	80	83	b.c.f.	cir.	4	
2	67	8.4		"	"	3			29.99	83	83	79	83	"	"	5	
3	72	15.6		"	N. N. E.	3			29.98	83	83	79	83	"	"	5	
4	69	22.5		"	"	3			29.97	83	83	79	83	"	"	7	
5	70	29.5		"	"	3			29.99	83	83	79	83	"	cir cum	7	
6	69	36.4		"	"	3			30.00	83	82	79	83	"	"	7	
7	69	43.3		"	"	3			30.02	83	82	79	83	b.c.	"	5	
8	62	49.5		"	N. E. by N.	3			30.04	83	83	79	82	"	"	5	
9	67	56.2		"	"	3			30.06	84	83	79	82	"	"	6	
10	68	63.0		"	N. E.	3			30.06	84	83	79	83	"	cir. cum	6	
11	68	69.8		"	"	3			30.04	84	83	79	83	b.c.f.	cum. nim.	4	
Noon.	77	77.5		"	"	3			30.02	84	83	79	83	b.c.	cir cum	6	

Course and distance made good since preceding noon by observations, N. 80° W. 190 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 7° 01'	"
	Longitude by D. R.	E. 92° 27'	"
	Latitude by observations of ☉	N. 7° 03'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 92° 10'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by	°	'	"
	Longitude by	°	'	"

Current during the time, knots 7⁵ tenths per hour, setting to the N. 8° N.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, ° ' "

Variation of the Compass by Azimuth ☉ observed at 7.16 a.m. " 76.79° N. E. 1° 25' "

Variation of the Compass by Azimuth ☉ observed at " ° ' "

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, 7 tons 290 lbs.

Coal remaining on hand at Noon, 116 " 1260 "

P. M.																		
1	63	83.8		N by N	N. E. by N.	3			30.00	84	83	79	83	b.c.	cir. cum.	7		
2	64	90.2		"	N. E.	3			29.98	84	83	79	83	"	"	6		
3	66	96.8		"	"	3			29.97	85	83	79	83	"	"	6		
4	68	3.6		"	"	3			29.98	84	83	78	83	"	"	6		
5	65	10.1		"	"	3			29.99	83	82	78	83	"	"	6		
6	65	16.6		"	N. E. by E.	3			30.00	83	82	79	83	"	"	6		
7	72	23.8		"	"	3-4			30.00	84	83	80	83	b.c.l.	cum. strat.	6		
8	71	30.9		"	"	4			30.01	83	83	79	83	"	"	8		
9	75	38.4		"	"	2-3			30.03	83	83	80	82	"	"	8		
10	67	45.1		"	"	2-3			30.03	83	83	79	82	"	"	6		
11	69	52.0		"	"	2-3			30.03	83	83	79	82	"	"	5		
Mid.	69	58.9		"	N. E.	3-4			30.03	83	82	79	82	b.c.f.	cum. nim.	5		

under the command of

Commander J. F. Jewell

, U. S. Navy,

Monday January 21st, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced & until 4 A.M.:

Generally clear & pleasant. Light to gentle breeze from North to N.N.E. First two hours, wind light & shifting from N.N.E. to N. by N. On course N by N, under steam & plain sail, to royals with main & miz. topmast staysails, except flying jib, mainsail & spanker.

W. M. Hoggatt

Ensign U. S. N.

From 4 to 8 A.M.:

Generally clear & pleasant. Gentle breeze from N.N.E. & last hour from N.E. by N. Smooth sea. Bright moonlight till daylight. Lightning to the S. & E. the first two hours. No change in steam or sail. Steering course N by N.

H. C. Gearing

Lieut. U. S. N.

From 8 A.M. to Meridian:

Fair & pleasant. Passing showers third hour. Gentle breeze from N.E. by N. first hour, & from N.E. during remainder of the watch. Carried away becket in brack of topsail. Tialliard block & put in new becket. At 9:30 beat to general quarters. S. Kendrick (Clerk) reported the expiration of his term of enlistment. Det. clock back every minute. Ahead of watch on course N. by N. Lat log reading 77.8. No change in steam or sail.

B. T. Walling

Lieut. U. S. N.

From Meridian to 4 P.M.:

Fair & pleasant. Gentle breeze from N.E. by N. first hour, & from N.E. rest of watch. Same sail as last watch up to 2:45, when took in main topmast staysail. Ship on course N. by N.

Hugh Rodman

Cousin U. S. N.

From 4 to 6 P.M.:

Clear & pleasant. Gentle breeze from N.E. & N.E. by E. At 5:00 mustered crew at quarters. On course N. by N.

W. M. Hoggatt

Ensign U. S. N.

From 6 to 8 P.M.:

Clear & pleasant. Moderate breeze from N.E. by E. Lightning to N.E. & N. Smooth sea. Steering course N by N. At 7:54 connected boilers Nos. 5 & 7 with the engines. Secured the anchors for sea.

H. C. Gearing

Lieut. U. S. N.

From 8 P.M. to Midnight:

Fair weather. Passing showers first hour. Light to gentle breeze from N.E. by E. Gentle to moderate breezes from N.E. At 8:10 set spanker. At 8:20 hauled fire under boilers Nos. 5 & 7 to repair leak. Under steam & plain sail to royals, except flying jib, main top sail & miz. topmast staysail. On course N by N.

B. T. Walling

Lieut. U. S. N.

Examined and found to be correct.

A. Galloway

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea making the passage to Key low: port of Colombo.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	72	66.1		N. by N.	N. E.	4			29.99	83	83	79	82	b.c.	cir cum	5	8
2	74	73.5		"	"	4			30.00	83	83	79	82	"	"	4	"
3	77	81.2		"	"	4			30.00	83	83	79	82	"	"	7	"
4	78	89.0		"	"	4			30.00	83	82	79	82	"	"	5	"
5	75	96.5		"	N. E. by N.	4			30.00	83	82	79	82	"	"	6	"
6	78	4.3		"	"	4			30.01	83	82	78	82	"	"	6	"
7	73	11.6		"	"	4			30.03	83	82	78	82	"	"	6	"
8	70	18.6		"	N. E.	4			30.05	83	82	78	82	"	"	6	"
9	72	25.8		"	"	4			30.00	84	82	78	83	"	"	5	"
10	73	33.1		"	"	4			30.05	84	82	77	82	"	"	7	"
11	77	40.3		"	"	4			30.04	84	82	78	82	"	"	7	"
Noon.	87	49.0		"	"	4			30.02	84	82	78	82	"	"	7	"

Course and distance made good since preceding noon by observations, N. 77° W. 183 knots. tenths.

Position at Noon:	Latitude by D. R.	N.	7° 36'	"
	Longitude by D. R.	E.	89° 21'	"
	Latitude by observations of ☉	N.	7° 45'	"
	Longitude by chronometer from Forenoon Observations of ☉	E.	89° 12'	"

Position at 8 a. m.	Latitude by		0	"
	Longitude by		0	"

Position at 8 P. M.	Latitude by S. R.	N.	7° 45'	"
	Longitude by S. R.	E.	88° 13'	"

Current during the time, knots 5 tenths per hour, setting to the N. 45° W.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0

Variation of the Compass by Amplitude ☉ observed at Sunset, 0

Variation of the Compass by Azimuth ☉ observed at 7.30 a. m. N 79° W. E. 1° 55'

Variation of the Compass by Azimuth ☉ observed at 0

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1640 "

Coal consumed during the preceding 24 hours, 7 tons 1820 lbs.

Coal remaining on hand at Noon, 108 " 1680 "

P. M.																	
1	0.7	49.7		N. by N.	N. E.	4			29.98	84	83	78	82	b.c.	cir cum	7	8
2	66	56.3		"	"	4			29.96	84	83	78	82	"	"	6	"
3	74	63.7		"	"	4			29.95	83	83	78	82	"	"	5	"
4	74	71.1		"	"	4			29.95	83	82	78	82	"	"	5	"
5	75	78.6		"	"	4			29.96	83	82	78	82	"	cir cum & strat.	7	"
6	78	86.4		"	"	4			29.98	83	82	78	82	"	"	6	"
7	70	93.4		"	"	4			30.00	84	82	78	82	"	cir cum	7	"
8	64	0.8		"	"	4			30.01	83	82	78	82	"	cir cum	8	"
9	72	8.0		N. 1/2 S.	N. E. by N.	4			30.02	83	82	78	82	"	"	8	"
10	73	15.3		"	"	4			30.03	83	82	78	82	"	"	8	"
11	76	22.9		"	"	4			30.02	83	82	78	82	"	"	7	"
Mid.	79	38.6		"	"	4			30.01	82	82	78	82	"	"	6	"

under the command of

Commander T. F. Jewell

, U. S. Navy,

Tuesday January 22nd, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 A. M.:

Clear & pleasant, moderate breeze from N.E. Under sail to royals, & steam, steering the course N by N. Smooth sea.

From 4 to 8 A. M.:

Clear & pleasant. Moderate breeze from N.E. by N. & N.E. On course N by N. under plain sail to royals, except flying jib & spanker, with steam.

1st Lt. Rodman

Ensign U. S. N.

From 8 A. M. to Meridian:

W. H. Hoggan

Ensign U. S. N.

Fair & pleasant. Moderate breeze from N.E. Under steam & same sail as last watch up to 10, when bent & set f. jib. Sailmaker's Mate engaged in making hammocks. At 9:30 exercised crew at general quarters. Slip on course N by N.

From Meridian to 4 P. M.:

H. C. Seaming

Lieut. U. S. N.

Fair & pleasant weather. Moderate breeze from N.E. At 12:05 changed course to West. Fitted new straps on upper blocks of topsails halliards. Same steam & sail as last watch. At end of watch, slip on course West. Pat log reading 78.6.

B. A. Walling

Lieut. U. S. N.

From 4 to 6 P. M.:

Clear & pleasant, moderate breeze from N.E. Under plain sail to royals, & steam; course West. Mustered crew at quarters at 5:00.

From 6 to 8 P. M.:

1st Lt. Rodman

Ensign U. S. N.

Clear & pleasant. Moderate breeze from N.E. On course, West under steam & plain sail, to royals, except spanker.

From 8 P. M. to Midnight:

M. B. Hoggan

Ensign U. S. N.

Generally clear & pleasant. Moderate breeze from N.E. by N. At 8:10 changed course to N by S. P. log 9.2. Moon rose at 10:15. At 11:15 started fires under boilers Nos. 5 & 7. No change in steam or sail.

H. C. Seaming

Lieut. U. S. N.

Examined and found to be correct.

E. D. Garoway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Ossea

Rate,

At sea, making the passage to Colombo, Ceylon.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	8	2	46.8	N. 1/4 S.	N. E. by N.	4.5			29.98	82	78	77	81	B. C.	cum	4	5
2	8	2	55.0	"	"	4.6			29.96	82	78	77	81	"	"	3	"
3	8	4	63.4	"	"	4.6			29.95	82	78	77	81	"	"	5	"
4	9	4	72.8	"	"	4.5			29.95	82	77	76	81	"	"	6	"
5	8	4	82.2	"	"	5			29.96	82	77	76	81	"	cir cum.	5	"
6	9	1	91.3	"	N. E.	5			29.96	82	77	76	81	"	"	4	"
7	9	4	0.7	"	"	5			29.97	82	77	76	81	"	"	6	"
8	9	3	10.	"	N. E. by E.	5			29.97	82	77	76	81	"	"	6	"
9	8	8	18.8	"	"	4			30.00	82	77	76	82	"	"	5	"
10	8	7	27.5	"	"	4			30.00	83	77	76	82	"	"	4	"
11	8	7	36.2	"	"	4			30.00	83	77	76	82	"	"	3	"
Noon.	10.	1	46.3	"	"	4			29.99	84	77	76	82	"	"	4	"

Course and distance made good since preceding noon by observations, S. 85° W. 19.4 knots. tenths.

Position at Noon:	Latitude by D. R.	N.	7° 32'	"
	Longitude by D. R.	E.	85° 53'	"
	Latitude by observations of ☉	N.	7° 28'	"
	Longitude by chronometer from Forenoon Observations of ☉	E.	85° 58'	"

Position at 8 a. m.	Latitude by		0	"
	Longitude by		0	"

Position at 8 P. M.	Latitude by S. R.	N.	7° 15'	"
	Longitude by S. R.	E.	84° 52'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0° 1' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " 0° 1' "

Variation of the Compass by Azimuth ☉ observed at 7.16 a.m. " N. 6° S. E. 1° 55' "

Variation of the Compass by Azimuth ☉ observed at " 0° 1' "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1240 "

Coal consumed during the preceding 24 hours, 9 tons 1840 lbs.

Coal remaining on hand at Noon, 98 " 2080 "

P. M.																		
1	11	5	47.8	N. by S.	N. E. by E.	4			29.95	84	82	78	82	B. C.	cir cum.	5	5	
2	8	4	67.7	"	"	4			29.94	84	82	77	82	"	"	6	"	
3	8	7	71.4	"	"	4			29.94	83	82	77	82	"	"	6	"	
4	8	6	80.0	"	"	4			29.94	83	82	77	81	"	"	6	"	
5	8	4	88.4	"	"	3			29.94	82	82	77	81	"	"	7	"	
6	8	3	96.7	"	"	3			29.96	82	82	77	81	"	"	6	"	
7	8	3	5.	"	N. N. E.	3			29.98	82	82	77	81	B. C. S.	"	8	"	
8	8	1	13.1	"	Northw.	3			29.98	82	82	77	81	"	"	8	"	
9	8	3	21.3	"	N. N. E.	3			30.00	82	82	78	81	"	"	8	"	
10	8	5	29.8	"	"	3			30.01	82	82	77	81	"	"	7	"	
11	8	7	38.5	"	"	4			30.01	82	82	79	81	"	"	7	"	
Mid.	8	6	47.1	"	"	4			30.00	82	82	79	81	"	"	7	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Wednesday January 23^d, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 5 until 4 A.M.:

Fair, pleasant weather; large masses of cloud passing over. Moderate to fresh monsoon breeze from N.E. by N. Bright moonlight. Moderate sea & swell from N.E., slightly increasing. At 3:00 connected boilers 5 & 7 to engines. Carrying plain sail to royals (save main sail & spanker), main topsail, fore & miz. topmast staysails. Steering course N.W. by S.

B. A. Wailing

From 4 to 8 A.M.:

Clear, pleasant weather; moderate breeze from N.E. by E. Smooth sea. Under steam & plain sail to royals. Saw an unusual number of flying fish.

Hugh Rodman

From 8 A.M. to Meridian:

Fair & pleasant. Moderate breeze from N.E. by E. At 9:30 mustered crew at quarters & exercised gun div. at great guns; Powder div. stations. Same steam & sail as last watch. At end of watch slip on course N.W. by S. Lat. Log reading 46.3.

Ensign U.S.N.

From Meridian to 4 P.M.:

Fair & pleasant. Moderate breeze from N.E. by E. At 12:15 changed course to N. by S. Steaming & carrying same sail as last watch.

M. B. Hoggatt

Ensign U.S.N.

From 4 to 6 P.M.:

Fair, pleasant weather. Gentle breeze from N.E. by E. On course N.W. by S. At 5:00 mustered at quarters. At 5:30 hauled down mizzen topmast staysail. Long swell from N.E.

H. B. Sealing

Lieut. U.S.N.

From 6 to 8 P.M.:

Clear & pleasant, gently breeze from N.N.E. to North, lightning to S. & E. Under plain sail to royals, & steam, course N. by S. Smooth sea. Set mizzen topmast staysail at 7:25.

B. A. Wailing

Lieut. U.S.N.

From 8 P.M. to Midnight:

Clear & pleasant, with lightning around horizon. Gentle to moderate breeze from N.N.E. On course N. by S. under steam & plain sail to royals, except spanker. Moon rose at 11:15.

Hugh Rodman

Ensign U.S.N.

M. B. Hoggatt

Ensign U.S.N.

Examined and found to be correct.

E. D. Galloway

Lieut. E.D.

Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea making the passage to Columbo.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	8 8	55.9		N. by E.	N. E. by N.	4			29.98	82	82	77	81	G.C.	cir cum.	6	D	
2	8 7	64.6		"	"	4			29.99	82	82	77	81	"	"	5	"	
3	8 6	73.2		"	"	4			29.95	82	82	77	81	"	"	3	"	
4	8 3	81.5		"	"	4			29.95	82	82	77	81	"	"	3	"	
5	8 3	89.8		"	N. E. by E.	4			29.96	81	81	77	81	"	"	4	"	
6	8 3	98.1		"	"	3			29.99	82	81	77	81	"	"	5	"	
7	8 5	106.6		"	"	3			30.01	82	81	77	81	"	"	6	"	
8	8 4	15.		"	"	3			30.02	82	81	77	81	"	"	6	"	
9	8 0	23.0		"	"	3			30.04	83	81	77	81	"	cir. str. cum.	6	"	
10	7 5	30.5		"	"	3			30.04	83	82	77	81	"	"	6	"	
11	7 7	38.2		"	N. E.	3			30.02	83	82	77	81	"	"	6	"	
Noon.	9 8	48.0		"	"	3			30.00	83	82	77	80	"	"	6	"	

Course and distance made good since preceding noon by observations, $\text{D } 82^{\circ} 24'$ 708 knots. tenths.

Position at Noon:	Latitude by D. R.	N.	6° 48'	"
	Longitude by D. R.	E.	82° 37'	"
	Latitude by observations of ☉	N.	7° 00'	"
	Longitude by chronometer from Forenoon Observations of ☉	E.	82° 33'	"
Position at 8 a. m.	Latitude by Bearings	N.	6° 08'	"
	Longitude by $\text{S } 0^{\circ}$	E.	81° 35'	"
Position at 8 P. M.	Latitude by		0	"
	Longitude by		0	"

Current during the time, knots $\sqrt{\text{tenths}}$ per hour, setting to the $\text{N. } 18^{\circ} 24'$

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0

Variation of the Compass by Amplitude ☉ observed at Sunset, 0

Variation of the Compass by Azimuth ☉ observed at 7:10 A.M. $\text{N } 11^{\circ} \text{ S. } \text{E. } 1^{\circ} 34'$

Variation of the Compass by Azimuth ☉ observed at 0

Water expended during the preceding 24 hours, 380 gallons.

Water Distilled during the preceding 24 hours, 200 "

Water remaining on hand fit for use at Noon, 1060 "

Coal consumed during the preceding 24 hours, 12 tons 430 lbs.

Coal remaining on hand at Noon, 86 " 1650 "

P. M.																		
1	7 2	119.0	N. by E.	N. E.	3			29.97	83.8	77.8	80	G.C.	cir cum.	6	D			
2	8 1	56.2	"	"	3			29.95	83.8	77.8	80	"	"	5	"			
3	8 1	64.3	"	"	3			29.94	83.8	77.8	80	"	cir cum.	5	"			
4	8 2	72.4	"	N. N. W.	3			29.94	82.8	78.8	80	"	"	5	"			
5	7 9	80.6	"	North.	3			29.96	82.8	78.8	80	"	"	7	"			
6	7 5	88.5	"	N. N. E.	3			29.97	82.8	78.8	80	"	"	7	"			
7	7 0	96.4	N. by E.	"	3			29.98	82.8	78.8	80	"	"	8	"			
8	8 3	12.7	"	"	3			29.98	82.8	78.8	80	"	"	8	"			
9	7 9	21.0	N. S. W.	N. S. W.	4			29.99	82.8	77.8	80	G.C.	cir cum.	8	"			
10	7 7	29.5	N. S. W.	N. S. W.	4			30.00	81.8	77.8	79	"	"	8	"			
11	8 6	38.1	"	"	4			30.00	81.8	79.6	79	"	"	8	"			
Mid.	8 4	46.5	"	N. by E.	4			30.00	81.8	79.6	79	"	"	7	"			

under the command of

Commander J. F. Jewell

, U. S. Navy,

Thursday January 24th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A.M.:

Fair fresh part, & then cloudy, but pleasant. Moderate breeze from N.E. by N. Smooth sea. Moonlight. no change in steam or sail. Steering course N. by S.

H. C. Gearing,

Lieut. U. S. N.

From 4 to 8 A.M.:

Fair, pleasant weather. Gentle to moderate breeze from N.E. by E. No change in steam or sail. On course N. by S.

B. A. Waring

Lieut. U. S. N.

From 8 A.M. to Meridian:

Clear & warm, gentle breeze from N.E. & E. Under sail to royals & steam. Smooth sea. Sighted a whale on the starboard quarter, running to N.E. Mustered & inspected crew at quarters, & exercised divisions as follows: 1st & 2nd great guns; 3rd & 4th great guns; bayonet exercise; powder, rifles

Hugh Rodman

Ensign U. S. N.

From Meridian to 4 P.M.:

Fair & pleasant. Gentle breeze from N.E. fresh three hours, & from N.N.W. last hour. Smooth sea. At 11:05 changed course to S. W. $3/4$ W. At 11:15 took in fore & mizzen topmast staysails. At 3:15 set fore & mizzen topmast staysails. Instructed the watch below in signals. At end of watch, ship on her course S. W. $3/4$ W. under steam & plain sail to royals except main topmast staysail, mainsail & spanker.

W. B. Hoggatt

Ensign U. S. N.

From 4 to 6 P.M.:

Clear & pleasant. Gentle breeze from North & N. by E. Smooth sea, with a long swell setting in from North the last hour. At 5:20 sighted land on starboard. At 5:00 went to quarters for muster. At 6:00 sighted Little Basses Light, bearing N. W. by W. $3/4$ W. No change in steam or sail. Steering course S. W. $3/4$ W.

H. C. Gearing,

Lieut. U. S. N.

From 6 to 8 P.M.:

Clear, pleasant weather. Gentle breeze from N.N.E. At 6:45 Little Basses Light bore N. by W. $1/2$ W. At 6:53 changed course to S. W. by W. At 7:00 sighted Great Basses Light, bearing N. S. W. At 8:00 Great Basses Light bore N. S. W.; Little Basses Light N.N.E. $1/4$ E. No change in steam or sail.

B. A. Waring

Lieut. U. S. N.

From 8 P.M. to Midnight:

Clear, pleasant weather; moderate breeze from N.N.W. to N. by E. Under plain sail to royals, & steam. By order of Comdg. Officer, changed course to N. S. W. $1/2$ W. at 9:54, when Great Basses Light became invisible from decks, it bearing N. E. $1/2$ N. At 8:05 course was changed to N. S. W. At 8: Great Basses Lt. bore S. E. $1/2$ S. N. S. W. & Little Basses Lt. N. E. by E. $1/4$ E. Sounded at 12:00; no bottom at 11:45. ~~At~~ Turns, Thompson's machine

Hugh Rodman

Ensign U. S. N.

E. D. Galloway

Lieut. & Navigator.

Examined and found to be correct.

LOG of the UNITED STATES

Steamer Essex

Rate,

At sea, making the passage to Colombia & moored in that harbor.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Haul.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	8	2	54.1	N. by N. 1/2 N.	N. by E.	3			29.98	80	79	76	79	b.c.f.	air cum.	7	S.	
2	8	5	62.7	"	N. N. by N.	3			29.95	80	78	75	79	"	"	6	"	
3	5	8	63.7	N. 1/2 N.	N. N. N.	3			29.93	80	79	76	79	"	"	5	"	
4	7	0	76.5	"	N. N.	2			29.95	80	80	77	79	"	"	3	"	
5	6	7	83.2	"	"	2			29.96	81	80	78	79	"	"	3	"	
6	9	5	90.2	N. N. by N.	N. N. E.	2			29.99	81	80	78	79	"	cum.	6	"	
7	4	4	91.4	N. N. N.	N. E.	1			30.01	81	80	78	79	"	"	3	"	
8	6	8	4.2	"	E. N. E.	1			30.04	81	80	78	79	"	air cum.	1	"	
9	5	9	5.1	N. by N. 1/2 N.	N. N. E.	2			30.05	81	80	78	80	b.c.	"	4	"	
10	6	6	17.6	"	North	2			30.06	82	81	78	80	"	air cum.	6	"	
11	5	8	15.4	N. by N.	N. by N.	2			30.05	82	81	78	81	"	"	6	"	
Noon.	6	2	31.7	N. 1/2 N.	"	2			30.03	83	82	78	81	"	"	7	"	

Course and distance made good since preceding noon by observations, *Coasting* 183 knots. 7 tenths.

Position at Noon:	Latitude by D. R.	"	"
	Longitude by D. R.	"	"
	Latitude by observations of ☉	"	"
	Longitude by chronometer from Forenoon Observations of ☉	"	"
Position at 8 a. m.	Latitude by <i>Bearings</i>	N.	6° 09'
	Longitude by <i>Do.</i>	E.	79° 55'
Position at 8 P. M.	Latitude by	"	"
	Longitude by	"	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head	"	"	"
Variation of the Compass by Amplitude ☉ observed at Sunset,	"	"	"
Variation of the Compass by Azimuth ☉ observed at	"	"	"
Variation of the Compass by Azimuth ☉ observed at	"	"	"

Water expended during the preceding 24 hours,	380	gallons.
Water <i>Distilled</i> during the preceding 24 hours,	1520	"
Water remaining on hand fit for use at Noon,	2200	"
Coal consumed during the preceding 24 hours,	13 tons	800 lbs.
Coal remaining on hand at Noon,	73	" 850 "

P. M.																			
1	5	7	32.4	N. 1/2 N.	N. by N.	3			30.01	84	83	77	81			b.c.	air cum.	5	S.
2	5	8	38.2	North	"	3			29.98	85	83	79	81			"	"	4	"
3	6	3	40.3	"	N. N. N.	4			29.96	85	83	79	81			"	"	6	"
4	1	4	51.7	"	"	4			29.95	84	82	79	81			"	"	3	"
5				N. E.	N. N.	3			29.96	83	82	79				b.c.f.	air cum.	1	"
6				"	"	3			29.98	83	82	80				b.c.f.	"	1	"
7				"	"	2			29.98	83	81	80				b.c.f.	"	3	"
8				"	E. N. E.	2			30.00	81	81	79				b.c.f.	air cum.	6	"
9				"	E. N. E.	2			30.03	81	80	78				b.c.	"	8	"
10				"	N. E.	2			30.04	80	79	78				"	"	8	"
11				"	"	2			30.04	80	79	78				"	"	8	"
Mid.				"	"	2			30.04	79	79	77				"	"	8	"

under the command of

Commander J. F. Jewell, U. S. Navy,
Friday January 25th 1888.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Partly clear, pleasant. Light to gentle breeze from N. by E. to N. W. At 2:13 got sounding with 200 turns of wire out from Thompson machine, with no bottom; then changed course to N. $\frac{1}{2}$ S. At 2:25 took in & furled square sail, & at 2:54 changed course to N. N. W. At 3:15 took in fore & aft sail. Smooth sea.

From 4 to 8 A.M.:

W. M. Foggatt
Ensign U. S. N.

Generally cloudy & pleasant. Gentle breeze & air from N. N. E. to E. N. E. At 4:10 sighted Pt. de Galle light, bearing (p. c.) N. N. W. At 4:45 sent down the light yards. At 5:05 changed course to N. W. $\frac{1}{2}$ S. p. log 83.4; at 5:47 changed course to N. W. by N. p. log 88.7; at 6:11 changed course to N. N. W. p. log 93. Exchanged colors with the English steamer "Lowland", standing to the Eastward. Under steam alone. At 8:00 Adams Peak bore (p. c.) N. E. $\frac{1}{8}$ S. & Hay-cock (p. c.) N. E. by E. $\frac{3}{4}$ E.

From 8 A.M. to Meridian:

H. C. Gearing,
Lieut. U. S. N.

Fair & pleasant. Light breeze from N. N. E., North, & N. by W. Land in sight on starboard beam all watch. At 8:10 changed course to N. by W. $\frac{1}{2}$ W. At 8:15 set fore & aft sail. At 8:45 took in spanker. At 9:20 took in all fore & aft sail. At 9:30 mustered crew at quarters. At 9:35 exercised crew at stations for abandoning ship. At 10:08 changed course to N. by W. & at 11:10 to N. $\frac{1}{2}$ W. Set clock back nine minutes last hour. Getting ship ready for port. At end of watch ship on course N. $\frac{1}{2}$ W. under steam alone. P. log reading 31.7 miles.

From Meridian to 4 P.M.:

B. K. Waeleing
Lieut. U. S. N.

Fair & warm; moderate breeze from N. E. & N. W. Standing up West coast of Ceylon for Colombo, where we moored in 6 fms. of water, with 30 fms. on each chain, at 3:37, & then run out stern hawse to buoy. Pilot came on board at 3:16 & moored the ship. Made usual preparations for entering port & broke Lionward bound pennant. Set the clock ahead 13 minutes at 3:35. Ship's draft fore 13' 5" aft 15' 6". Hauled in P. L. at 3:14, reading 51.7. Sent an officer to call on the U. S. Consul, & offer him the usual courtesies.

From 4 to 8 P.M.:

Wm. J. Wilman
Ensign U. S. N.

Cloudy with heavy rain showers first three hours, with thunder third hour. Lightning in the rain. Light to gentle breeze from N. W., shifting to E. S. E. last hour. Ran out two lines from quarters to buoy astern for stern moorings. Distilling. By order of the Comdg Officer, J. E. C. H. & W. Branagan (ex.) are to be confined in double irons, from sunset to all hands, for three days for being slow in answering call in fire-room.

From 8 P.M. to Midnight:

W. M. Foggatt
Ensign U. S. N.

Clear & pleasant. Light breeze from N. E.

Examined and found to be correct.

H. C. Gearing,
Lieut. U. S. N.

E. D. Galloway
Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Steamer Essex
Moored in the harbor of Colombo, Ceylon.3^d Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>Ship's head</i>													
1				<i>N by E.</i>	<i>N. E.</i>	<i>2</i>			<i>30.01</i>	<i>80</i>	<i>79</i>	<i>77</i>	<i>b.c.</i>	<i>air cum.</i>	<i>8</i>	<i>S</i>	
2				"	"	<i>2</i>			<i>30.00</i>	<i>80</i>	<i>79</i>	<i>77</i>	"	"	<i>7</i>	"	
3				"	"	<i>2</i>			<i>29.98</i>	<i>79</i>	<i>79</i>	<i>77</i>	"	<i>air cum. strab.</i>	<i>7</i>	"	
4				"	"	<i>2</i>			<i>29.98</i>	<i>79</i>	<i>79</i>	<i>77</i>	"	"	<i>8</i>	"	
5				"	"	<i>2</i>			<i>29.99</i>	<i>79</i>	<i>78</i>	<i>76</i>	"	"	<i>4</i>	"	
6				"	"	<i>2</i>			<i>30.01</i>	<i>78</i>	<i>78</i>	<i>76</i>	"	"	<i>2</i>	"	
7				"	"	<i>3</i>			<i>30.02</i>	<i>79</i>	<i>78</i>	<i>76</i>	"	"	<i>2</i>	"	
8				"	"	<i>2</i>			<i>30.04</i>	<i>80</i>	<i>78</i>	<i>76</i>	"	<i>air cum.</i>	<i>4</i>	"	
9				"	<i>N. N. E.</i>	<i>2</i>			<i>30.08</i>	<i>82</i>	<i>78</i>	<i>76</i>	"	"	<i>4</i>	"	
10				"	"	<i>2</i>			<i>30.08</i>	<i>82</i>	<i>80</i>	<i>78</i>	"	"	<i>4</i>	"	
11				"	"	<i>2</i>			<i>30.07</i>	<i>83</i>	<i>82</i>	<i>78</i>	"	"	<i>4</i>	"	
Noon.				"	<i>North.</i>	<i>2</i>			<i>30.04</i>	<i>85</i>	<i>83</i>	<i>79</i>	"	"	<i>4</i>	"	

Course and distance made good since preceding noon by observations,

*Coasting**21* knots.

tenths.

Position at Noon: { Latitude by D. R. ° ' "

{ Longitude by D. R. ° ' "

{ Latitude by observations of ☉ ° ' "

{ Longitude by chronometer from Forenoon Observations of ☉ ° ' "

Position at 8 a. m. { Latitude by ° ' "

{ Longitude by ° ' "

Position at 8 P. M. { Latitude by ° ' "

{ Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

380 gallons.Water *Distilled* during the preceding 24 hours,*880* "

Water remaining on hand fit for use at Noon,

2700 "

Coal consumed during the preceding 24 hours,

2 tons *1590* lbs.

Coal remaining on hand at Noon,

70 " *1500* "

P. M.																		
1				N by E.	North.	2			30.01	85	84	79		b.c.	air cum.	5	D	
2				"	"	3			29.99	86	85	79		"	"	3	"	
3				"	"	3-4			29.96	86	86	79		"	"	4	"	
4				"	"	3-4			29.95	85	84	81		b.c.g.	air cum.	2	"	
5				"	"	3-4			29.97	84	83	80		b.c.p. + g.	str. min.	3	"	
6				"	E. A. E.	2			29.99	84	83	79		b.c.	"	4	"	
7				"	"	2			30.01	83	81	78		"	air cum.	6	"	
8				"	"	2			30.02	83	81	78		"	"	8	"	
9				"	"	2			30.02	80	79	76		b.	None.	10	"	
10				"	"	2			30.04	79	78	76		"	"	10	"	
11				"	"	1			30.04	79	78	76		"	"	10	"	
Mid.				"	"	1			30.05	79	78	76		"	"	10	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Saturday January 26th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Clear & pleasant. Light breezes from N.E.

From 4 to 8 a.m.:

B. A. Warring
Lieut. U. S. N.

Cloudy & cool, gentle breezes from N.E. Five
steamers & an iron sailing ship came in.

From 8 a.m. to Meridian:

Wm. M. Rodman
Ensign U. S. N.

Cloudy & warm. Light breezes from N.E.
to North. U.S. Vice Consul paid an official visit to the ship.

From Meridian to 4 P.M.:

M. Hoggatt
Ensign U. S. N.

Fair & warm with gentle breezes from North
first three hours; last hour moderate breezes from same direction
with considerable swell. A party of American base ball tourists
visited the ship.

From 4 to 8 P.M.

W. M. Millan
Naval cadet U. S. N.

Cloudy, & then clear. Gentle breezes from
North first hour, & from E. S. E. rest of watch.

From 8 P.M. to Midnight:

N. H.earing.
Lieut. U. S. N.

Clear & pleasant. Light airs & breezes from
E. S. E. By order of Comdg Officer, placed Fredk. Johnson (Seaman) in
double irons for safe keeping; he having absented himself from the
ship without authority, & returned under influence of liquor &
disorderly.

B. A. Warring
Lieut. U. S. N.

C. D. Galloway
Lieut. Navigator.

Moored in the harbor of Colombo, Ceylon.

Hour.	Knots.	Fathoms.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				By E.	N. E.	1			30.00	79	79	76	b.	None	10	S.	
2				"	"	2			29.98	79	79	76	"	"	10	"	
3				"	"	2			29.96	78	78	76	b.c.	cir strat.	9	"	
4				"	"	3			29.95	78	78	76	"	"	9	"	
5				"	"	3.5			29.95	79	78	76	"	"	8	"	
6				"	"	3			29.97	79	78	76	"	"	6	"	
7				"	"	2			29.99	78	77	75	"	"	6	"	
8				"	"	2			30.01	79	78	76	"	"	4	"	
9				"	"	2			30.05	82	79	77	"	cir cum.	4	"	
10				"	"	2			30.06	83	81	78	"	"	4	"	
11				"	"	2			30.06	84	82	79	"	cir cum none	3	"	
Noon.				"	"	2			30.04	84	82	79	b.c. v.	"	2	"	

Course and distance made good since preceding noon by observations.

knots. tenths.

Position at Noon: Latitude by D. R. " " "

Longitude by D. R. " " "

Latitude by observations of ☉ " " "

Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. Latitude by " " "

Longitude by " " "

Position at 8 P. M. Latitude by " " "

Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 7370 "

Coal consumed during the preceding 24 hours, tons 940 lbs.

Coal remaining on hand at Noon, 70 " 560 "

P. M.																			
1		N. by E.	N. E.	2		30.00	85	82	79	b.c.	cir. cum.	2	S						
2		"	E. S. E.	1		29.98	84	82	79	"	"	2	"						
3		"	S. E.	1		29.96	84	82	79	b.c.p.	"	1	"						
4		"	"	1		29.96	84	82	79	b.c.	"	2	"						
5		"	South	2		29.95	83	82	79	"	cum. none	2	"						
6		"	North	2		29.97	83	82	79	b.c.p.	"	1	"						
7		"	N. N. E.	2		29.99	82	81	79	b.c.v	"	0	"						
8		"	N. E.	2		30.00	81	80	78	b.c.p.	"	1	"						
9		"	"	1		30.00	81	81	78	b.c.	"	3	"						
10		"	N. N. E.	1		30.03	81	81	78	"	cir. cum.	6	"						
11		"	"	1		30.02	81	80	78	"	"	7	"						
Mid.		"	"	1		30.02	81	80	78	"	"	7	"						

under the command of

Commander J. F. Jewell

, U. S. Navy,

Sunday January 27, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear & pleasant. Light to gentle breeze from N.E.
Found J. J. Ellis (Seal) drunk, & confined him in double irons to await
action of Comdg Officer.

From 4 to 8 A.M.:

W. Hoggatt
Ensign U. S. N.

Cloudy & pleasant. Gentle & light breeze from
N.E. Received on board in Pay Dept. 110 lbs. fresh beef, 110 lbs. veg. & 88
lbs. bread.

From 8 A.M. to Meridian:

F. M. Russell
Naval Cadet U. S. N.

Cloudy, warm, & pleasant. Light breeze from N.E.
A light passing shower last hour. At 9:30 the Commanding Officer
inspected the ship, & the crew at quarters. Cleaned engine & fire-room
bilges. At 11:20 started fires in boilers Nos 2 & 4 for distilling. Sent a
liberty party on shore.

From Meridian to 4 P.M.:

H. C. Searing.
Lieut. U. S. N.

Fair, warm weather. Light breezes from N.E.
Light airs from E.S.E. & S.E., passing shower third hour.

From 4 to 8 P.M.:

R. A. Walling
Lieut. U. S. N.

Overcast, with heavy rain last two hours. Light
breezes from North to N.E. By order of the Comdg. Officer, remitted the
punishment of J. Brill (C.H.) & Wm. Brauagau (A.) on account of extreme
heat in the fire room.

From 8 P.M. to Midnight:

W. Hoggatt
Ensign U. S. N.

Overcast & cloudy at beginning of watch, clearing
towards end of first hour. Fair & pleasant rest of watch. Light airs from
N.N.E.

W. S. McMillan
Naval Cadet U. S. N.

Examined and found to be correct.

J. D. Calloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

Moored in the harbor of Colombo, Ceylon:

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				N by E.	N. E.	2			30.02	80	79	77	G.	None	10	S	
2				"	"	2			30.02	80	79	77	"	"	10	"	
3				"	North	2			30.01	79	78	76	"	"	10	"	
4				"	"	2			30.01	79	78	76	"	"	10	"	
5				"	N. N. E.	3			29.98	78	77	75	G. C.	cir cum.	6	"	
6				"	"	3			30.00	78	77	75	"	"	7	"	
7				"	"	3			30.01	78	77	75	"	"	5	"	
8				"	N. E.	3			30.03	79	78	76	"	"	6	"	
9				"	N. N. E.	2			30.05	81	79	77	"	"	7	"	
10				"	"	2			30.06	83	80	78	"	"	6	"	
11				"	"	2			30.04	84	82	78	"	"	6	"	
Noon.				"	"	2			30.02	84	83	78	"	"	4	"	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "
 Longitude by D. R. " " "
 Latitude by observations of ☉ " " "
 Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. { Latitude by " " "
 Longitude by " " "

Position at 8 P. M. { Latitude by " " "
 Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1920 "

Coal consumed during the preceding 24 hours, 1 tons 1130 lbs.

Coal remaining on hand at Noon, 168 " 1670 "

P. M.																		
1				N by E.	North	2			30.00	85	84	79			G. C.	cum.	3	S
2				"	"	2			30.00	86	84	80			G. C.	"	3	"
3				"	N. E.	2			29.94	86	84	79			G. C.	"	4	"
4				"	"	2			29.96	86	84	80			"	"	4	"
5				"	"	3			29.96	86	84	80			"	"	3	"
6				"	"	3			29.97	85	84	80			"	"	3	"
7				"	"	3			30.00	84	84	78			"	"	6	"
8				"	"	3			30.02	83	83	78			"	"	7	"
9				"	"	3			30.04	82	81	77			"	cum.	6	"
10				"	"	3			30.06	82	81	76			G. C. S. J.	"	5	"
11				"	"	3			30.05	81	80	76			G. C.	"	2	"
Mid.				"	"	3			30.04	80	79	75			"	"	7	"

under the command of

Commander J. F. Jewell

, U. S. Navy,

Monday January 28th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear sky. Light breezes from N. E. & North.

From 4 to 8 A.M.:

H. C. Seaming.

Lieut. U. S. N.

Fair, pleasant weather. Light breezes from North.

Gentle breezes from N. N. E. & N. E. Commenced coaling ship at 7:00. Rice on board & issued to crew, 110 lbs each of fresh beef & vegetables & 88 lbs. fresh bread.

From 8 A.M. to Meridian:

B. A. Walling

Lieut. U. S. N.

Fair & pleasant. Light breezes from N. N. E. Finished coaling ship; taking 100 tons of coal on board.

From Meridian to 4 P.M.:

J. M. Russell

Naval Cadet, U. S. N.

Cloudy & warm, with a very light passing shower. second hour. Light breezes from North to N. E. Rice in Nav. Dept. 100 gallons cocoanut oil. Abraham Se Silva enlisted for the cruise as Landman

From 4 to 8 A.M.:

M. H. Hoggath

Captain U. S. N.

Cloudy & warm. Gentle breezes from N. E. Bent light sails, hoisted steam cutter & made preparations for sea. Rice in Pay Dept. 974 pounds, 10 shillings. Ship's draft forward 14' 2", aft 16' 2".

From 8 P.M. to Midnight:

W. G. Millan

Naval Cadet, U. S. N.

Fair, pleasant weather. Gentle breezes from N. E. light swell from North.

B. A. Walling

Lieut. U. S. N.

Examined and found to be correct.

E. D. Gallows

Lieut. Top. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Moored in the harbor of Colombo making the passage to Aden.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Lee-way.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				N by E.	N.E.	3			30.00	79	78	74	G.c.	cir cum.	8	8	
2				"	"	3			29.97	78	77	74	"	"	8	"	
3				"	"	3			29.95	78	77	74	"	"	6	"	
4				"	"	2			29.96	78	77	74	"	"	6	"	
5				"	"	2			30.00	78	77	74	"	"	6	"	
6				"	"	3			30.00	77	77	74	"	"	5	"	
7	46	55.6		N. N. W. $\frac{3}{4}$ W.	North	4			30.00	77	77	74	80	"	"	2	"
8	98	66.0		"	N by E.	4			30.01	77	77	74	80	"	cir cum & strat.	2	"
9	98	75.8		"	"	4			30.02	78	78	75	80	"	"	4	"
10	97	85.5		"	"	4			30.03	78	78	75	80	"	"	5	"
11	96	95.1		"	"	4			30.03	78	78	75	80	"	"	6	"
Noon.	121	7.2		"	"	4			30.01	79	79	75	80	"	"	6	"

Course and distance made good since preceding noon by observations, N. N. W. $\frac{3}{4}$ W. 56 knots. tenths.

Position at Noon:	Latitude by D. R.	N.	7° 11' "
	Longitude by D. R.	E.	78° 55' 34" "
	Latitude by observations of ☉	N.	7° 07' "
	Longitude by chronometer from Forenoon Observations of ☉		" " "

Position at 8 P. M.	Latitude by S. R.	N.	7° 27' "
	Longitude by S. R.	E.	77° 40' 15" "

Position at 8 P. M.	Latitude by		"
	Longitude by		"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 380 gallons.

Water Distilled during the preceding 24 hours, 11.60 "

Water remaining on hand fit for use at Noon, 27.00 "

Coal consumed during the preceding 24 hours, 7 tons 920 lbs.

Coal remaining on hand at Noon, 161 " 750 "

P. M.																		
1	93	16.5	N. N. W. $\frac{3}{4}$ W.	N. by E.	4			29.99	81	79	75	80	G. c.	air cum, strat.	5			
2	96	26.1	"	"	4			29.97	81	79	75	80	"	"	4			
3	94	35.5	"	"	4			29.95	81	79	75	80	"	"	4			
4	92	44.7	"	"	4			29.94	80	79	75	80	"	"	4			
5	93	54.0	"	"	4			29.94	80	79	75	80	"	air cum.	5			
6	89	62.9	"	"	4			29.95	80	79	75	79	"	"	4			
7	84	71.3	"	"	4			29.96	80	80	76	78	"	"	6			
8	82	79.5	"	"	4			29.98	80	80	76	78	"	"	8			
9	61	87.6	"	"	3			30.00	81	81	76	78	"	air strat.	8			
10	73	95.9	"	"	3			30.02	81	81	77	78	"	"	8			
11	76	103.5	"	"	2			30.02	81	81	76	78	"	"	9			
Mid.	69	10.4	"	N. by W.	2			30.01	80	80	76	78	"	"	8			

under the command of

Commander J. F. Jewell, U. S. Navy,
Tuesday January 29th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear & pleasant; gentle breeze from N.E. Started fires under boilers 1, 3, 5, 6, 7, & 8 at 1:00

From 4 to 8 A.M.:

Hugh Rodman
Ensign U.S.N.

Cloudy & pleasant. Gentle to mod. breeze from North to N.E. At 4:45 stopped distilling. At 5:30 began to unmoor ship. At 6 called all hands up anchor, got under way & stood out of Colombo harbor. At 6:25 took departure, Colombo Break-water Light bearing South (true) distant $\frac{1}{4}$ mile. Set course N.N.W. $\frac{3}{4}$ W. At 6:30 set fore & aft sail & at 6:40 crossed t.g. yards & made sail to topails. By order of the Comdg. Officer, J. F. Ellis (sea) & F. Johnson (O.S.) are to be confined in double irons during their watch below; the former for being drunk on board, & the latter for leading the ship without permission. Allowed fires under two boilers to die out. Draft of ship fwd, 14' 3", aft, 16' 3".

From 8 A.M. to Meridian:

W. B. Hoggatt
Ensign U.S.N.

Clear & pleasant. Moderate breeze from N.E. At 8:20 hauled fire of No. 6 & 8 boilers. Unbent maintopmast staysail, & sent it below at 10: Set clock back 16 minutes. At 9:30 went to quarters for muster & inspection.

From Meridian to 4 P.M.:

H. Gearing
Lieut. U.S.N.

Fair & pleasant. Moderate breeze from N by E. Smooth sea. Instructed the watch below in signals. Ahead of watch ship on course N.N.W. $\frac{3}{4}$ W. under steam & plain sail to topails, except main sail, spanker, & maintopmast staysail. P.M. log reading 44.7

From 4 to 6 P.M.:

B. A. Wexling
Lieut. U.S.N.

Fair & pleasant weather; moderate breeze from North. Under plain sail to royals, & steam. Course N.N.W. $\frac{3}{4}$ W. Mustered at quarters at 5:00

From 6 to 8 P.M.:

Hugh Rodman
Ensign U.S.N.

Clear & pleasant. Mod. breeze from N.E. On course N.N.W. $\frac{3}{4}$ W. Smooth sea.

From 8 P.M. to Midnight:

W. B. Hoggatt
Ensign U.S.N.

Clear & pleasant. Gentle, falling to light, breeze from N by E. & hauling back hour to N by W. At 11:30 took in all square sail. Steering course N.N.W. $\frac{3}{4}$ W. Passed several steamers.

H. Gearing
Lieut. U.S.N.

Examined and found to be correct.

L. D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex
At sea making the passage to Aden.

, 57 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	6 6	17.0	N. N. W. $\frac{3}{4}$ W.	N. by W.	2				30.00	80	80	76	78	L. C.	cum.	8	0	
2	6 4	23.4	"	"	1-2				29.99	80	80	76	79	L. C. 3.	"	8	"	
3	6 4	29.8	"	"	0-1				29.98	80	80	76	79	"	"	8	"	
4	6 4	36.2	"	"	0-1				29.98	81	80	76	79	"	"	8	"	
5	6 6	42.8	"	"	0-1				29.98	80	80	76	79	"	"	7	"	
6	6 5	49.3	"	"	0-1				30.01	80	80	76	79	"	"	7	"	
7	7 0	56.3	"	"	0-1				30.04	80	80	77	79	L. C.	cir. cum. str.	7	"	
8	6 7	63.0	"	"	0-1				30.05	81	80	77	79	"	"	7	"	
9	5 5	68.5	"	N. by E.	0-1				30.07	81	80	77	79	"	"	7	"	
10	4 2	72.7	"	"	0-1				30.08	82	80	77	79	"	cir. cum.	7	"	
11	4 3	77.0	"	"	2				30.06	82	80	77	82	"	"	7	"	
Noon.	5 6	82.6	"	"	2				30.04	82	81	75	82	"	"	8		

Course and distance made good since preceding noon by observations, N. 79° W., 18.5 knots, tenths.

Position at Noon:	Latitude by D. R.	N.	7° 53' "
	Longitude by D. R.	E.	76° 04' 16" "
	Latitude by observations of ☉	N.	7° 45' 25" "
	Longitude by chronometer from Forenoon Observations of ☉	E.	75° 52' 54" "

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by S. R.	N.	7° 52' "
	Longitude by S. R. from P. m. obs.	E.	75° 07' 15" "

Current during the time, knots N. tenths per hour, setting to the S. 59° W.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at 7.21 A. M. " N. 78° W. E. 0° 25' "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2320 "

Coal consumed during the preceding 24 hours, 9 tons 400 lbs.

Coal remaining on hand at Noon, 152 " 350 "

P. M.																		
1	0 4 83.0	N. N. W. $\frac{3}{4}$ W.																
	4 1 87.1	N. by N.																
2	4 6 91.7	"																
3	5 3 97.0	"																
4	5 4 2.4	"																
	1 8 4.2	"																
5	3 9 8.1	West																
	3 9 8.1																	
6	5 8 13.9	"																
	1 1 15.0	"																
7	4 6 19.6	N. $\frac{1}{2}$ N.																
	4 1 23.7																	
8	1 0 23.7	N. by N.																
	1 0 24.7																	
9	6 1 30.8	"																
	6 1 30.8																	
10	7 3 38.1	"																
	7 3 38.1																	
11	7 2 45.3	"																
	7 2 45.3																	
Mid.	7 8 52.1	"																
	7 8 52.1																	

under the command of

Commander J. F. Jewell
Wednesday January 30th, 1889.

, U. S. Navy,

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A. M.:

Clear, pleasant weather. Light air & breezes from N. by N. & E. calms. At 1:35 look in fore & aft sail. At end of watch, under steam alone on course N. N. W. $\frac{3}{4}$ N. Light swell from N. E.

B. A. Walling

Lieut. U. S. N.

From 4 to 8 A. M.:

Clear & pleasant. Light air from N. E. & N. W. Steaming the course N. N. W. $\frac{3}{4}$ N. Stopped firing under Nos 1 & 3 boilers at 7:50, on account of a leak

Hugh Rodman

Ensign U. S. N.

From 8 A. M. to Meridian:

Clear & pleasant. Calms, with light air from N. by E. increasing to light breezes last two hours. Smooth sea. At 9:30 had quarters for drill & inspection. At 8:30 hauled fires from under boilers 1 & 3. At 9:15 started fires under boilers 6 & 8. At 10:20 set fore & aft sail except maintopmast, staysail, & spanker. At 10:45 made plain sail to topgall sails. At 11:45 hauled fires under 6 & 8 boilers. Set clock back 10 minutes last hour. Upon recommendation of board of survey threw overboard 6 lbs. of condemned roach beef. Repaired chafe in mizzen topmast staysail. At end of watch, ship on course N. N. W. $\frac{3}{4}$ N. under plain sail to topgall sails, except mainsail, spanker & m. topmast staysail, & steam from boilers 5 & 7. Put log at end of watch, read 82.6 miles.

W. B. Hoggatt

Ensign U. S. N.

From Meridian to 4 P. M.:

Clear & pleasant. Light breezes from N. by E. first hour; gentle breezes from N. by N. rest of watch. At 1:15 crossed royal yards & set royals. At 12:07 changed course to N. by N. steaming under two boilers & at end of watch, under all sail except mainsail, maintopmast, staysail & spanker.

H. L. Seering

Lieut. U. S. N.

From 4 to 6 P. M.:

Clear & pleasant. Gentle breezes from N. N. W. At 4:20 changed course to West. At 5 started fires under boilers 6 & 8.

B. A. Walling

Lieut. U. S. N.

From 6 to 8 P. M.:

Clear & pleasant; gentle breezes from N. by N. By order of Comdg Officer changed course to N. by N. at 6:13 & to N. by N. at 7:46 & took in royals at the same time. Placed sail to royals, & steam from two boilers.

Hugh Rodman

Ensign U. S. N.

From 8 P. M. to Midnight:

Clear & pleasant. Gentle breezes from North. & N. by N. At 8:20 connected boilers 6 & 8 to engines. At 10:50 took in and furled t. g. sails, and at 11:20 the topsails. On course N. by N. Smooth sea.

W. B. Hoggatt

Lieut. U. S. N.

Examined and found to be correct.

C. L. Alloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3rd Rate,

At sea: Making the passage to Aden.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	69	59.0		N. by N.	N. by N.	3			30.00	82	82	77	81	B. C.	Cum strab.	9	D.
2	70	66.0		"	"	3			29.98	82	82	77	81	"	"	9	"
3	68	72.8		"	"	3			29.96	82	82	77	82	"	"	9	"
4	70	79.8		"	"	3			29.96	81	81	76	82	"	"	8	"
5	67	86.5		"	"	2			29.98	82	82	77	82	"	Cum	8	"
6	69	93.4		"	"	2			30.00	82	81	76	82	"	Cum strab.	7	"
7	70	100.4		"	"	2			30.01	80	80	75	82	"	"	7	"
8	68	7.2		"	"	2			30.03	82	81	75	82	"	"	7	"
9	69	14.1		"	"	3			30.05	82	81	76	82	"	Cir. cum.	6	"
10	73	21.4		"	"	3			30.05	82	81	76	82	"	"	6	"
11	77	29.1		"	"	3			30.05	82	81	76	82	"	"	7	"
Noon.	84	37.5		"	"	3			30.03	83	81	76	82	"	"	7	"

Course and distance made good since preceding noon by observations, N. 87° W. 147 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 8° 13' "
	Longitude by D. R.	E. 73° 18' 54" "
	Latitude by observations of ☉	N. 7° 52' "
	Longitude by chronometer from Forenoon Observations of ☉	E. 73° 23' 45" "

Position at 8 a. m.	Latitude by	N. 0° 1' "
	Longitude by	0° 1' "

Position at 8 P. M.	Latitude by S. R.	N. 8° 16' "
	Longitude by from P. M. observation	E. 72° 25' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0° 1' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " 0° 1' "

Variation of the Compass by Azimuth ☉ observed at " 0° 1' "

Variation of the Compass by Azimuth ☉ observed at " 0° 1' "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1940 "

Coal consumed during the preceding 24 hours, 8 tons 480 lbs.

Coal remaining on hand at Noon, 143 " 2110 "

P. M.																		
1	56	44.8	N. by N.	North	3	30.00	83	81	76	82	B.C.	Cir. cum.	8	D.				
2	77	52.5	"	"	3	29.98	83	81	76	80	"	"	7	"				
3	73	57.8	"	"	3	29.97	83	81	76	80	"	"	7	"				
4	70	66.8	"	"	3	29.96	83	81	76	80	"	"	7	"				
5	67	73.5	"	N. by E.	2	29.96	83	81	76	81	"	Cum. strab.	7	"				
6	65	80.0	"	"	2	29.98	82	82	76	81	"	"	5	"				
7	67	86.7	"	"	2	29.99	82	81	76	80	"	"	8	"				
8	69	93.6	"	"	2	30.00	82	81	76	80	"	"	8	"				
9	67	100.3	"	"	2	30.02	82	82	76	81	"	Cir. cum.	8	"				
10	68	7.1	"	"	2	30.02	82	82	76	82	"	"	8	"				
11	67	13.8	"	"	2	30.02	82	81	76	82	"	"	8	"				
Mid.	63	20.1	"	"	1	30.01	82	81	76	82	"	"	8	"				

under the command of

Commander J. F. Jewell

, U. S. Navy,

Thursday January 31st, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Clear & pleasant. Gentle breeze from N. by N. Smooth sea. Under fore sail, fore & aft sail & steam. Steering course N. by N.

From 4 to 8 A. M.:

Clear, pleasant weather. Light breeze from N. by N. At 4:30 set spanker. On course N. by N.

W. E. Gearing
Lieut. U. S. N.

From 8 A. M. to Meridian:

Clear & warm, gentle breeze from N. by N. Mustered & inspected crew at quarters at 9:30, & exercised divisions as follows: 1st & 2nd, rifles; 3^d, pistols. Powder at stations. At 9:40 set topsails, & at 10:30 topgall sails, & took in spanker at 9:48. Under steam on four boilers; course N. by N. Sighted two steamers on starboard beam, standing to the E. d.

B. H. Walling
Lieut. U. S. N.

From Meridian to 4 P. M.:

Clear, warm & pleasant. Gentle breeze from N. by N. At 12:15 changed course to N. N. W. P. log 39.1. At 2:30 sighted Minotaur Lt. Ho. bearing N. by N, distant 16 miles, at 3:30 the light bore abeam. Ship under steam of four boilers & all plain sail, save royals, flying jib & spanker. Course N. by N. P. log 66.8

Hugh Rodman
Ensign U. S. N.

From 4 to 6 P. M.:

Clear & pleasant. Light breeze from N. by E. Smooth sea. Under steam & sail to topgall sails. Steering course N. N. W. At 5:00 went to quarters for muster.

W. M. Hoggatt
Ensign U. S. N.

From 6 to 8 P. M.:

Clear, pleasant weather. Light breeze from N. by E. No change in steam or sail. On course N. N. W.

W. E. Gearing
Lieut. U. S. N.

From 8 P. M. to Midnight:

Clear & pleasant; light breeze dying down to light air. Last hour of watch, from N. E. by E. At 11:50 took in topmasts & topgallant sails. Under steam in four boilers, & sail.

B. H. Walling
Lieut. U. S. N.

Hugh Rodman
Ensign U. S. N.

Examined and found to be correct.

E. D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea making passage from Colombo to Aden.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	7	2	27.3	N. N. W.	N. N. W.	1			30.02	81	81	76	81	b.c.	Cum. str.	7	5
2	6	2	33.5	"	N. N. E.	3			30.02	81	81	76	81	"	"	7	5
3	5	6	39.1	"	"	3			30.02	81	81	76	81	"	"	8	"
4	6	5	45.6	"	"	2			30.01	81	81	76	81	"	"	8	"
5	6	3	51.9	"	"	2			29.99	81	81	76	81	"	"	9	"
6	6	4	58.3	"	"	2			30.00	81	81	76	81	"	"	8	"
7	6	4	64.7	"	N. by E.	2			30.01	81	80	76	81	"	"	7	"
8	6	3	71.0	"	North.	2			30.03	81	80	75	81	"	"	7	"
9	6	5	87.5	"	"	2			30.04	82	81	75	82	"	"	7	"
10	5	9	83.4	N. N. W. 1/2 W.	"	3			30.06	82	81	75	82	"	Cir. Cum.	8	"
11	6	9	90.7	"	"	3			30.04	82	81	75	82	"	"	7	"
Noon.	5	8	98.5	N. N. W.	"	3			30.02	83	81	76	82	"	"	7	"

Course and distance made good since preceding noon by observations,

N. 70° W.

185 knots.

tenths.

Position at Noon:	Latitude by D. R.	N. 8° 52' 00"
	Longitude by D. R.	E. 70° 55' "
	Latitude by observations of ☉	N. 8° 55' "
	Longitude by chronometer from Forenoon Observations of ☉	E. 70° 30' "

Position at 8 a. m.	Latitude by	0' "
	Longitude by	0' "

Position at 8 P. M.	Latitude by D. R.	S. 9° 14' "
	Longitude by from P. M. observation	N. 69° 28' "

Current during the time, 1 knots tenths per hour, setting to the

N. 76° W.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

0' "

Variation of the Compass by Amplitude ☉ observed at Sunset, "

0' "

Variation of the Compass by Azimuth ☉ observed at "

0' "

Variation of the Compass by Azimuth ☉ observed at "

0' "

Water expended during the preceding 24 hours,

380 gallons.

Water Distilled during the preceding 24 hours,

940 "

Water remaining on hand fit for use at Noon,

2500 "

Coal consumed during the preceding 24 hours,

9 tons 1480 lbs.

Coal remaining on hand at Noon,

134 " 630 "

P. M.																		
1	6	5	5.0	N. N. W.	North.	3			29.99	83	81	76	82	b.c.	Cum.	7	5	
2	6	4	11.4	"	"	3			29.97	83	81	76	82	"	"	6	"	
3	7	0	18.4	"	"	3			29.96	82	81	76	82	"	"	6	"	
4	6	6	25.0	"	"	3			29.97	82	81	76	82	"	"	5	"	
5	6	8	31.8	"	"	3			29.99	82	81	76	82	"	"	7	"	
6	6	8	38.6	"	"	3			30.00	82	81	76	82	"	"	5	"	
7	7	3	45.9	"	N. by E.	3			30.00	82	81	76	82	"	"	7	"	
8	7	5	53.4	"	"	3			30.02	82	81	76	82	"	"	8	"	
9	7	3	60.7	"	"	3			30.03	82	81	76	82	"	"	8	"	
10	7	8	68.5	"	"	3			30.04	82	81	75	81	"	"	8	"	
11	7	6	76.1	"	"	3			30.02	82	81	75	81	"	"	8	"	
Mid.	7	4	83.5	"	"	3			30.01	81	80	75	81	"	"	8	"	

under the command of

Commander J. F. Jewell
Friday February 1st

, U. S. Navy,
1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

^{quite} Clear & pleasant with light breeze last part. Light air to light breeze from N. N. W. to N. E. At 2:00 set topsails & topgall sails. Distilling. On course N. N. W.

From 4 A.M. to 8 A.M.:

Clear & pleasant. Breeze, light in force from N. N. E. to North. Smooth sea. At 6:45 took in all square sail. Steering course N. N. W. Distilling

W. B. Hoggatt

Ensign U. S. N.

H. E. Geary

Lieut. U. S. N.

From 8 A.M. to Meridian

Clear & pleasant. Light to gentle breeze from North. At 8:40 set foresail. At 9:30 went to quarters. Exercised 1st & 3^d Div. at rifles; 2nd Div. pistols; Powder Div. & Marines at bayonet exercise. At 9:56 changed course to N. N. W. & set topsails; bar log 83:4. At 11:10 changed course to N. N. W. P. L. 92.7 Ship under plain sail to topsails & steam, course N. N. W. Distilling

B. A. Wadding

Lieut. U. S. N.

From Meridian to 4 P.M.:

Clear and pleasant. Gentle breeze from North. Instructed signal class. At 1:30 put over starboard bar log. Sighted a steamer on starboard quarter. Engaged in rattling down lower rigging. Under sail to topsails & steam.

From 4 to 6 P.M.:

Clear & pleasant. Gentle breeze from North E. At 5:00 mustered crew at quarters. At 5:20 set spanker. On course N. N. W. Smooth sea.

Hugh Rodman

Ensign U. S. N.

From 6 to 8 P.M.:

Clear & pleasant. Gentle breeze from N. by E. At 8:00 changed in steam, sail, or course. Distilling

W. B. Hoggatt

Ensign U. S. N.

From 8 P.M. to Midnight:

Clear, pleasant weather. Gentle breeze from N. by E. At 8:30 hauled fires in boilers 2 & 4. Set topgallant sails. On course N. N. W.

H. E. Geary

Lieut. U. S. N.

B. A. Wadding

Lieut. U. S. N.

Examined and found to be correct.

J. D. Halloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea, making the passage to Aden from Colombo.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	70	90.5	N. A. N.	N. by E.	3				30.00	81	80	75	81	B. C.	air cum.	7	D.
2	65	97.0	"	North.	3				30.00	81	80	75	81	"	"	7	"
3	68	3.8	"	"	3				29.99	81	80	75	81	"	"	7	"
4	66	10.4	"	"	2				30.02	81	80	75	81	"	"	7	"
5	63	16.7	"	"	3				30.02	81	80	75	81	"	"	8	"
6	61	22.8	"	N. by N.	3				30.02	81	80	75	81	"	"	5	"
7	63	29.1	"	"	2				30.04	81	80	74	81	"	"	6	"
8	63	35.4	"	"	2				30.06	81	80	74	81	"	"	6	"
9	64	41.8	"	"	3				30.07	80	79	75	81	"	cum. strat.	8	"
10	62	48.0	"	"	3				30.06	81	80	75	82	"	"	7	"
11	66	54.6	"	North	3				30.05	81	80	75	82	"	"	7	"
Noon.	78	62.4	"	"	3				30.04	81	80	75	82	"	"	5	"

Course and distance made good since preceding noon by observations, N. 71° W. 173 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 9° 50'	"
	Longitude by D. R.	E. 67° 52'	"
	Latitude by observations of ☉	N. 9° 51'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 67° 45'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by S. R.	N. 10° 09'	"
	Longitude by P. M. observations	E. 67° 00'	"

Current during the time, knots 3 tenths per hour, setting to the N. 80° W.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at 7.05 a. m. N. 52° W. N. ° 39' 00 "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 600 "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, 8 tons 1380 lbs.

Coal remaining on hand at Noon, 125 " 1490 "

P. M.																		
1	67	69.1	N. A. N.	North.	3				30.02	81	80	75	82	B. C.	cum. strat.	6	8	
2	64	75.5	"	N. by E.	3				30.00	82	80	75	82	"	"	6	"	
3	67	82.2	"	"	3				29.99	82	80	75	82	"	"	5	"	
4	68	89.0	"	"	3				29.99	82	80	75	82	"	air cum. strat.	5	"	
5	69	75.9	"	"	3				30.01	81	80	75	82	"	air cum.	5	"	
6	68	2.7	"	"	3				30.00	82	80	75	82	"	"	5	"	
7	73	10.0	"	"	4				30.06	82	81	75	82	"	"	5	"	
8	72	17.2	"	"	4				30.08	82	81	78	82	"	"	5	"	
9	69	24.1	"	"	3				30.09	81	81	76	81	"	"	7	"	
10	69	31.0	"	"	3				30.10	81	81	75	81	"	cum. strat.	8	"	
11	70	38.0	"	"	3				30.10	81	81	75	81	"	"	8	"	
Mid.	65	44.5	"	"	2				30.08	80	80	75	81	"	"	8	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Saturday February 2nd, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Clear & pleasant; gentle Nly. breeze, growing light & unsteady last hour. Under plain sail to topgallant sails, & steam. Took in topgallant sails at 3:50.

From 4 to 8 A. M.:

Hugh Rodman
Engineer U. S. N.

Clear & pleasant. Light to gentle breeze from North E. N. W. at 5:50 took in & furled topsails, & hauled up foresail. On course N. N. W. under steam & fore and aft sail. Smooth sea.

From 8 A. M. to Meridian:

M. B. Hoggatt
Engineer U. S. N.

Clear & pleasant. Gentle breeze from N. by N. E. North. At 9:00 took in spanker. Set clock back 9 minutes. At 9:50 set foresail. At 11:30 set topsails & 4. q. sails, took in 4. q. sails at 11:50. Sea smooth. Steering course N. N. W.

From Meridian to 4 P. M.:

H. C. Ganey
Lieut. U. S. N.

Fair & pleasant. Gentle breeze from North first hour, & from N. by E. last three hours. At 2:20 set topgallant sails. Have signal class one hour's instruction. Ship under plain sail to topgallant sails, & steam. Course N. N. W. P. L. 89.

From 4 to 6 P. M.:

B. G. Walling
Lieut. U. S. N.

Clear & pleasant; gentle breeze from N. by E. Under plain sail to topgallant sails & steam. Course N. N. W. Mustered crew at quarters. Set the spanker. at 5:15.

From 6 to 8 P. M.:

Hugh Rodman
Engineer U. S. N.

Partly clear; pleasant. Mod. breeze from N. by E. On course N. N. W.

From 8 P. M. to Midnight:

M. B. Hoggatt
Engineer U. S. N.

Clear & pleasant. Gentle breeze, falling to a light breeze last hour, from N. by E. Sea smooth. No change in steam, sail or course.

H. C. Ganey
Lieut. U. S. N.

Examined and found to be correct.

E. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea, making the passage from Colombo to Aden

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	6 8	51.3		N. N. W.	N by E.	2			30.07	81	80	75	81	B. c.	cum.	9	D.
2	6 4	57.7		"	"	1-2			30.07	81	80	74	81	"	"	9	"
3	6 8	64.5		"	North.	2-3			30.06	80	80	74	80	"	"	8	"
4	7 2	71.7		"	"	3			30.05	80	79	74	80	"	"	8	"
5	7 4	79.1		"	"	4			30.05	80	79	74	80	"	air cum.	7	"
6	7 8	86.9		"	"	4			30.08	80	79	74	80	"	"	5	"
7	7 7	94.6		"	"	4			30.10	80	79	73	80	"	"	5	"
8	7 6	2.2		"	N by E.	4			30.11	80	79	74	80	"	"	5	"
9	7 8	10.0		"	N. N. E.	4			30.14	80	79	74	80	"	"	6	"
10	7 6	17.6		"	"	4			30.12	81	79	74	80	"	"	4	"
11	7 3	24.9		"	"	4			30.10	81	79	74	81	"	"	4	"
Noon.	8 4	33.3		"	"	4			30.08	81	79	74	81	"	"	4	"

Course and distance made good since preceding noon by observations, N. 70° W. 163 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 10° 49'	"
	Longitude by D. R.	E. 65° 02'	"
	Latitude by observations of ☉	N. 10° 47'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 65° 11'	"

Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"

Position at 8 P. M.	Latitude by	N. 11° 07'	"
	Longitude by from P. M. observation	E. 64° 10'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " 0' "

Variation of the Compass by Azimuth ☉ observed at 7:10 a. m. N. 48° W. N. 0° 09' 00"

Variation of the Compass by Azimuth ☉ observed at " 0' "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2220 "

Coal consumed during the preceding 24 hours, 8 tons 120 lbs.

Coal remaining on hand at Noon, 117 " 1370 "

P. M.																		
1	6 9	40.2	N. N. W.	N. N. E.	3 1/2	30.05	80	79	74	80	B. c.	Cum strat.	5	D				
2	7 1	47.3	"	"	3	30.02	80	79	74	80	"	"	5	"				
3	7 6	54.9	"	"	4	30.02	80	79	74	80	"	"	5	"				
4	7 7	62.6	"	"	4	30.03	80	79	74	80	"	"	6	"				
5	7 5	70.1	"	"	3	30.05	80	79	74	80	"	air. Cum.	6	"				
6	7 6	77.7	"	"	3	30.07	80	79	74	80	"	"	5	"				
7	8 0	85.7	"	N. E. by N.	4	30.09	80	80	74	80	"	"	8	"				
8	8 2	93.9	"	"	4	30.10	80	80	74	80	"	"	8	"				
9	8 0	1.9	"	"	4	30.12	80	80	74	80	"	"	8	"				
10	7 8	9.7	"	"	4	30.13	80	80	74	80	"	aim. min.	6	"				
11	8 2	17.9	"	"	4	30.13	80	79	75	79	"	Cum.	7	"				
Mid.	8 1	26.0	"	"	4	30.13	80	79	75	79	"	"	8	"				

under the command of

Commander J. F. Jewell
Sunday, February 3^d,

, U. S. Navy,
1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A. M.:

Clear, pleasant weather. Light airs & breezes from N. by E.,
Light to gentle breezes from North. At 11:50 took in t'gellh sails. Ahead of watch on
course N. N. W. under steam, (four boilers) topsails, foresail, t'gellh sails fore & aft sail
& miz. topmast staysail. Smooth sea.

P. D. Warring
Lieut. U. S. N.

From 4 to 8 A. M.:

Clear & pleasant, moderate N. by breezes. Under steam & plain
sail to topsails until 5:40 when top gellh sails were set.

From 8 A. M. to Meridian:

Clear & pleasant. Moderate breeze from N. N. E. At 9:30 went to
quarters. Comdg Officer inspected ship, & crew at quarters. At 9:45 called all hands &
read Articles for better Government of Navy. Set clock back ten minutes. Ship
under steam, & all plain sail to top gallant sails & doublepanker. Course N. N. W. P. A.
log. 33.3

Hugh Rodman
Ensign U. S. N.

From Meridian to 4 P. M.:

Clear & pleasant. Gentle to moderate breezes from N. N. E. Under
steam & plain sail to t'g sails. Course N. N. W. P. L. 62.6.

M. B. Hoggate
Ensign U. S. N.

From 4 to 6 P. M.:

Clear, pleasant weather. Gentle breezes from N. N. E., At 4:45
set royals. Steering a course N. N. W.

H. G. Gearing
Lieut. U. S. N.

From 6 to 8 P. M.:

Clear & pleasant, moderate breeze from N. E. by N. Under steam
and plain sail to royals; smooth sea, course N. N. W.

P. D. Warring
Lieut. U. S. N.

From 8 P. M. to Midnight:

Clear & pleasant. Mod. breeze from N. E. by N. On course N. N. W.
Smooth, increasing sea.

Hugh Rodman
Ensign U. S. N.

M. B. Hoggate
Ensign U. S. N.

Examined and found to be correct.

T. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Hess, making the passage from Colombo to Aden.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	8 3	34.3	N. N. W.	N. E. by N.	4				30.11	79	79	74	79	G.C.	cum. str.	7	D.	
2	8 6	42.9	"	"	4				30.10	79	79	74	79	"	"	7	"	
3	8 4	51.3	"	"	4				30.09	79	79	74	79	"	"	7	"	
4	8 4	59.7	"	"	4				30.10	79	79	74	79	"	"	7	"	
5	8 6	68.3	"	"	4				30.10	79	79	74	79	"	"	8	"	
6	8 7	77.0	"	"	4				30.12	79	79	74	79	"	cum.	8	"	
7	8 0	85.0	"	"	4				30.14	80	79	74	79	"	"	6	"	
8	8 1	93.1	"	"	4				30.16	80	79	74	79	"	"	4	"	
9	8 0	1.1	"	"	4				30.20	80	79	74	79	"	air cum.	5	"	
10	8 0	9.1	"	"	4				30.21	80	79	74	79	"	"	6	"	
11	8 4	17.5	"	N. E. by E.	4				30.19	80	79	74	79	"	"	6	"	
Noon.	8 4	26.9	"	"	4				30.16	80	79	74	79	"	"	6	"	

Course and distance made good since preceding noon by observations, N. 73° W. 19.4 knots. tenths.

Position at Noon:	Latitude by D. R.	N.	11° 52'	"
	Longitude by D. R.	E.	62° 07'	"
	Latitude by observations of ☉	N.	11° 42'	"
	Longitude by chronometer from Forenoon Observations of ☉	E.	62° 01'	"

Position at 8 a. m.	Latitude by	"	"	"
	Longitude by	"	"	"

Position at 8 P. M.	Latitude by S. R.	N.	12° 04'	"
	Longitude by from P. M. observation.	E.	60° 58'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1840 "

Coal consumed during the preceding 24 hours, 7 tons 1640 lbs.

Coal remaining on hand at Noon, 109 " 1970 "

P. M.																		
1	8 1	35.0	N. N. W.	N. N. E.	4	30.12	80	79	74	79	G.C.	air cum.	7	D				
2	8 1	43.1	"	"	4	30.10	81	80	74	79	"	"	6	"				
3	8 2	51.3	"	"	4	30.09	79	78	73	79	"	"	8	"				
4	8 1	59.4	"	"	4	30.09	79	78	73	78	"	"	8	"				
5	7 9	67.3	"	"	4	30.09	79	78	73	78	"	"	7	"				
6	8 0	76.3	"	"	4	30.10	79	78	73	78	"	"	7	"				
7	8 1	83.4	"	"	4	30.11	79	78	73	78	"	"	6	"				
8	7 9	91.3	"	"	4	30.11	79	78	73	78	"	"	7	"				
9	7 7	99.0	"	"	4	30.14	79	78	73	78	"	"	6	"				
10	7 8	6.8	"	"	4	30.12	79	78	73	78	"	"	6	"				
11	7 2	14.0	"	"	3	30.10	78	78	73	78	"	"	6	"				
Mid.	6 8	20.8	"	"	3	30.10	78	77	72	78	"	"	7	"				

under the command of

Commander J. F. Jewell, U. S. Navy,
Monday February 4th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced & until 4 A.M.:

Clear & pleasant. Moderate breeze from N.E. by N. Steering course N.N.W., under steam & plain sail to royals. Sea smooth.

H. C. Keating,

From 4 to 8 A.M.:

Lieut. U.S.N.

Clear, pleasant weather. Moderate breeze from N.E. by N. No change in steam or sail. Light swell from N.E. On course N.N.W.

B. H. Walling

From 8 A.M. to Meridian:

Lieut. U.S.N.

Fair & pleasant. Moderate breeze from N.E. by N. & N.N.E.

At 9:30 exercised at general quarters. Inspected dry gun-cotton, electrical connections magazine & shell-room flood-cocks & found all in good condition. Under plain sail to royals, & steam, course N.N.W.

From Meridian to 4 P.M.:

Hugh Rodman

Ensign U.S.N.

Clear & pleasant. Moderate breeze from N.N.E. Under steam & plain sail to royals, course N.N.W. Pat Log. 59.4

From 4 to 6 P.M.:

W. H. Hoggatt

Ensign U.S.N.

Clear & pleasant. Moderate breeze from N.N.E. At 5:00 had quarters for muster. At 5:05 set spanker. Steering course N.N.W. Moderate sea.

From 6 to 8 P.M.:

H. C. Keating

Lieut. U.S.N.

Fair, pleasant weather. Moderate breeze from N.N.E. No change in steam or sail. On course N.N.W. Light swell from N.E.

From 8 P.M. to Midnight:

B. H. Walling

Lieut. U.S.N.

Clear & pleasant; moderate breeze from N.N.E. growing lighter last two hours. Under plain sail to royals & steam. Passed through several large schools of phosphorescent jelly fish.

Hugh Rodman

Ensign U.S.N.

Examined and found to be correct.

J. D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 30 Rate,
Ahead, making the passage from Colon to Aden.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	5 1	21.7	21.7	N. N. W.	N. E. by N.	3			30.10	78	77	72	77	B. C.	Cir. cum.	4	S.
2	6 5	33.9				2			30.09	78	77	72	77	"	"	7	"
3	6 8	40.7				2			30.09	77	77	72	77	"	"	3	"
4	7 4	48.1				3			30.09	77	77	72	77	"	Cum	2	"
5	7 4	50.5				3			30.10	77	77	72	77	"	"	2	"
6	7 5	63.0				3			30.11	77	77	72	77	"	"	3	"
7	7 8	70.8				3			30.14	77	77	71	77	"	Cir cum.	6	"
8	7 6	78.4				3			30.15	77	77	72	77	"	"	7	"
9	8 6	86.0			N. N. E.	3			30.17	79	77	71	77	"	Cir cum	5	"
10	7 5	93.5				3			30.17	79	77	72	77	"	"	4	"
11	7 8	1.3				3			30.15	79	78	72	77	"	"	4	"
Noon.	9 1	10.4				3			30.12	79	78	71	78	"	"	6	"

Course and distance made good since preceding noon by observations, N. 71° W. 18.4 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 12° 52'	"
	Longitude by D. R.	E. 59° 08'	"
	Latitude by observations of ☉	N. 12° 42'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 59° 03'	"
Position at 3 P. M.	Latitude by <i>Polaris</i> S. R.	N. 12° 52'	"
	Longitude by <i>from P.M. observation</i>	E. 58° 00'	"
Position at 8 P. M.	Latitude by	"	"
	Longitude by	"	"

Current during the time, knots 5 tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at 4:55 P. M. " N. 73° W.

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

P. M.																	
1	6 4	18.4	N. N. W. by N. 1/2 N.	N. N. E.	4				30.09	79	77	72	78	B. C.	Cir cum.	4	S.
2	8 3	26.7	"	"	4				30.06	78	77	71	78	"	"	5	"
3	8 3	30.0	"	"	4				30.06	78	77	71	78	"	"	5	"
4	8 2	43.2	"	"	4				30.08	78	77	71	78	"	"	5	"
5	8 2	51.4	"	"	4				30.10	78	77	71	78	"	"	5	"
6	8 2	59.6	"	N. E. by N.	4				30.12	78	77	71	78	"	"	6	"
7	8 5	68.1	"	"	4				30.14	78	77	71	78	"	"	7	"
8	8 9	77.0	"	N. N. E.	4				30.15	78	77	71	78	"	"	3	"
9	8 5	85.5	"	"	4				30.17	78	77	72	78	"	"	5	"
10	8 3	93.8	"	"	4				30.15	78	77	72	78	"	"	6	"
11	8 5	2.3	"	N. E. by N.	4				30.13	78	77	72	78	"	"	8	"
Mid.	8 4	10.7	"	"	4				30.12	78	77	72	78	"	"	8	"

under the command of

Commander J. F. Jewell

, U. S. Navy,

Tuesday February 5th, 1859.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Tuntit 4 A.M.:

Partly clear; pleasant. Light to gentle breeze from N.E. by N. At 12:10 changed course to N.W. by N.E. Under steam & plain sail to royals. Smooth sea.

M. Hoggatt

Ensign U.S.N.

From 4 to 8 A.M.:

Cloudy & clearing weather. Gentle breeze from N.E. by N. Smooth sea. No change in steam, sail or course.

H. Fanning

Lieut. U.S.N.

From 8 A.M. to Meridian:

Cloudy & pleasant. Gentle breeze from N.N.E. Had quarters at 9:30. Exercised 3rd & Powder divisions at single sticks, Marines at skirmish drill. By order of Comdg. Officer, released J. F. Ellis (master) Frederick Johnson (cox) from confinement. Ship on course N.W. by N.E. Under all plain sail & steam. Pat. Log. 10.4

B. A. Walling

Lieut. U.S.N.

From Meridian to 4 P.M.:

Fair & pleasant. Moderate breeze from N.N.E. Exercised signal class. Under steam & plain sail to royals. By order of Comdg. Officer at 12:10 changed course to N.W. by N.E.

Hugh Rodman

Ensign U.S.N.

From 4 to 6 P.M.:

Fair & pleasant. Mod. breeze from N.N.E. At 5:10 mustered crew at quarters. On course N.W. by N.E. under plain sail to royals. Smooth sea.

M. Hoggatt

Ensign U.S.N.

From 6 to 8 P.M.:

Clear, then clouding over. Moderate breeze from N.E. by N. Moderate sea. Moonlight latter part of watch. No change in steam, sail, or course.

H. Fanning

Lieut. U.S.N.

From 8 P.M. to Midnight:

Clear, with passing moonlit clouds. Moderate breeze from N.N.E. & N.E. by N. No change in steam or sail. Moon set at 10:25. Steering a course N.W. by N.E. Moderate sea & swell from N.N.E.

B. A. Walling

Lieut. U.S.N.

Examined and found to be correct.

T. A. Galway
Lieut. U.S.N.

LOG of the UNITED STATES

Steamer Essex, 3 Rate,
After, making the passage from Sants to Ceylon to Aden.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	8 4	19.1	N. N. W. 1/2 N.	N. E. by N.	4			30.11	78	77	72	77	b.c.	div cum.	6	D.	
2	8 4	27.5	"	"	4			30.09	78	77	72	77	"	"	6	"	
3	8 9	36.4	"	"	4			30.09	78	77	72	77	"	"	7	"	
4	8 7	45.1	"	"	4			30.11	78	77	73	77	"	"	7	"	
5	8 6	53.7	"	"	4			30.14	78	77	73	77	"	"	6	"	
6	9 0	62.7	"	"	5			30.14	78	77	73	77	"	"	3	"	
7	9 2	71.9	"	"	5			30.16	78	77	73	77	"	"	7	"	
8	8 8	80.7	"	"	4			30.17	78	77	73	77	"	"	7	"	
9	8 8	89.5	"	"	4			30.19	78	77	72	77	b.c.p.	div cum.	4	M.	
10	8 9	98.4	"	"	5			30.18	78	77	71	77	b.c.	div cum.	5	"	
11	9 0	7.4	"	"	5			30.16	78	77	71	77	"	"	8	"	
Noon.	10 8	18.2	"	"	5			30.16	77	76	70	77	"	"	8	"	

Course and distance made good since preceding noon by observations, N. 82° W. 215 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 13° 12'	"
	Longitude by D. R.	E. 55° 32'	"
	Latitude by observations of ☉	N. 13° 14'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 55° 24'	"

Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"

Position at 8 P. M.	Latitude by S. R.	N. 13° 24'	"
	Longitude by from P. M. observation	E. 54° 07'	"

Current during the time, knots 3 tenths per hour, setting to the N. 13° N.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0 " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " 0 " "

Variation of the Compass by Azimuth ☉ observed at 4:35 P. M. N. 72° W. N. 1° 52' "

Variation of the Compass by Azimuth ☉ observed at " 0 " "

Water expended during the preceding 24 hours, 320 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1200 "

Coal consumed during the preceding 24 hours, 8 tons 480 lbs.

Coal remaining on hand at Noon, 93 " 1370 "

P. M.																		
1	8	8	27.	N. N. W. 1/2 N.	N. E.	5			30.10	78	76	70	77	b.c.z.	div. cum.	8	L.M.	
2	9	3	36.3	"	"	5			30.12	78	75	69	77	"	"	8	"	
3	9	4	45.7	"	"	5			30.09	77	75	68	77	"	"	9	"	
4	9	0	54.7	"	"	5			30.08	77	75	68	77	"	"	9	"	
5	6	1	60.8	N. 1/4 N.	"	4			30.08	76	75	68	78	"	"	8	M.	
6	8	3	71.7	"	"	4			30.08	76	75	68	78	"	"	8	"	
7	8	0	79.7	"	N. E. by N.	4			30.08	76	75	69	79	b.c.	"	8	"	
8	7	5	87.2	"	"	4			30.09	76	75	69	79	"	"	9	"	
9	6	8	94.0	"	N. E.	3			30.10	75	75	70	78	"	"	8	"	
10	6	7	7	"	"	3			30.12	75	75	70	77	"	str.	9	"	
11	6	9	7.6	"	"	3			30.12	75	75	70	77	"	"	8	D.	
Mid.	6	6	14.2	"	"	3			30.12	75	75	70	77	"	"	8	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Wednesday February 6th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Huntig 4 a.m.:

Clear & pleasant, moderate breeze from N.E. by N. Under plain sail to royals, & steam. Course N.N.W. $\frac{1}{2}$ N. Smooth sea.

Hughes Rodman

Ensign U.S.N.

From 4 to 8 a.m.:

Fair & pleasant. Stiff to mod. breeze from N.E. by N. On course N.N.W. $\frac{1}{2}$ N. under steam & plain sail to royals. Smooth sea.

W.B. Hoggatt

Ensign U.S.N.

From 8 a.m. to Meridian:

Cloudy first half with light, passing squalls of wind & rain. Clear second half. Moderate to stiff breeze from N.E. by N. Quarters for inspection at 9:30, followed by drill: 1st, 2nd, 3rd & powder divisions single sticks. Set clock back 12 minutes. Under steam & plain sail to royals. Course N.N.W. $\frac{1}{2}$ N. Moderate sea.

H. Kearney

Lieut. U.S.N.

From Meridian to 4 P.M.:

Fair & pleasant. Stiff breeze from N.E. Ship under steam & all plain sail, on course N.N.W. $\frac{1}{2}$ N. Moderate sea.

B.H. Walling

Lieut. U.S.N.

From 4 to 6 P.M.:

Clear overhead; hazy around horizon, moderate sea from N.E. Under plain sail to royals, & steam; took in the spanker at 4:45 by order of Comdg. Officer changed course to N.W. $\frac{1}{4}$ N. at the same time. Mustered crew at quarters at 5:00. Started fire under No. 2 boiler at 4:40. Passed an English barge & exchanged colors with her.

Hughes Rodman

Ensign U.S.N.

From 6 to 8 P.M.:

Clear & pleasant. Mod. breeze from N.E. by N. Mod. sea. Wind & sea moderating. On course N.W. $\frac{1}{4}$ N.

W.B. Hoggatt

Ensign U.S.N.

From 8 P.M. to Midnight:

Clear & pleasant. Gentle breeze from N.E. Moderate sea, smoothing down latter part of watch. Moon-light. At 9:45 started the distiller. At 10:25 started fires in boilers Nos. 1 & 3. At 11:12 the moon set. No change in sail or course.

H. Kearney

Lieut. U.S.N.

Examined and found to be correct.

J. D. Galloway

Lieut. & Navigator.

Alsea, making the passage from Honolulu to Aden.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	6	7	20.9	N. 1/4 N.	N. E.	3			30.12	76	75	70	77	b.c.	Cir	8	L.
2	7	0	27.9	"	"	3			30.11	76	75	70	77	"	"	9	"
3	7	4	35.3	"	E. N. E.	3			30.11	76	75	70	77	"	"	9	"
4	7	7	43.0	"	East	3			30.10	76	76	71	77	b.	None	10	"
5	7	8	50.8	"	"	3			30.10	76	75	71	77	b.c.	air cum	9	"
6	7	7	58.5	"	"	3			30.10	76	75	70	77	"	"	7	A.
7	7	9	66.4	"	"	3			30.12	76	74	71	77	"	"	7	"
8	7	8	74.2	"	"	3			30.15	77	74	70	77	"	"	7	"
9	7	5	81.7	"	"	3			30.16	78	75	71	77	"	"	6	"
10	7	5	89.2	"	"	3			30.16	78	77	71	78	"	"	6	"
11	7	5	96.7	"	"	3			30.15	79	78	73	78	"	"	4	"
Noon.	8	9	105.6	"	"	3			30.13	79	78	73	78	"	"	4	"

Course and distance made good since preceding noon by observations, N. 84° W. 203 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 13° 24'	"
	Longitude by D. R.	E. 52° 12'	"
	Latitude by observations of ☉	N. 13° 35'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 51° 58'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by S. R.	N. 13° 27'	"
	Longitude by from P. M. observations	E. 50° 58'	"

Current during the time, 0 knots 75 tenths per hour, setting to the N. 52° W.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 380 gallons.

Water Distilled during the preceding 24 hours, 1280 "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, 10 tons 1940 lbs.

Coal remaining on hand at Noon, 82 " 1670 "

P. M.																		
1	5	9	60.5	N. 1/4 N.	East	3			30.11	80	79	73	78	b.c.	air cum.	6	A	
2	7	1	19.2	"	"	3			30.09	81	80	73	78	"	"	6	"	
3	7	5	26.7	"	"	3			30.08	81	80	73	78	"	"	6	"	
4	7	7	34.4	"	"	3			30.08	82	80	73	78	"	"	7	"	
5	7	3	41.7	"	E. by N.	3			30.09	82	80	73	78	"	"	6	"	
6	7	2	48.9	"	"	3			30.09	80	79	73	78	"	"	6	"	
7	7	4	56.3	"	East.	2			30.11	80	79	73	78	"	"	7	"	
8	7	2	63.5	"	E. by S.	2			30.13	80	78	73	78	"	air	9	"	
9	7	5	71.0	"	"	2			30.14	80	78	73	78	"	"	9	"	
10	7	4	78.4	"	"	2			30.14	80	78	73	78	"	"	9	"	
11	7	4	85.8	"	"	2			30.14	79	78	73	78	"	"	9	"	
Mid.	7	1	92.9	"	"	2			30.14	79	78	73	78	"	"	9	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Thursday February 7th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Tenth 4 A.M.:

Clear, pleasant weather. Gentle breeze from N.E., E.N.E. & East. At 12:55 connected boilers 1 & 3 to engine. At 3:00 took in fore & aft sail. At end of watch steaming with six boilers & under topsails, gaffs, royals, fonsail & jib. On course N¹/₄N. Distilling. Long swell from E.N.E.

B. F. Wearing

Lieut. U.S.N.

From 4 to 8 A.M.:

Clear and pleasant, gentle Ely. breeze. Under plain sail, to royals, except flying jib & spanker, & steaming the course N¹/₄N. Distilling

Hugh Rodman

Ensign U.S.N.

From 8 A.M. to Meridian:

Fair & pleasant. Gentle breeze from East. At 9:30 went to general quarters, secured at 9:50. Men engaged in scraping spars. Ship under steam & all square sail. Course N¹/₄N. Distilling.

M. Hoggatt

Ensign U.S.N.

From Meridian to 4 P.M.:

Clear & pleasant. Gentle breeze from East. At 12:10 changed course to N¹/₂S. S. log 6.5. Under steam & plain sail, to royals. Instructed signal class

W. Gearing

Lieut. U.S.N.

From 4 to 6 P.M.:

Clear, pleasant weather. Light to gentle breeze from E. by N. No change in steam or sail. Distilling.

B. F. Wearing

Lieut. U.S.N.

From 6 to 8 P.M.:

Clear & pleasant; light breeze from E. Under plain sail to royals, & steam, course N¹/₂S. Smooth sea. Distilling

Hugh Rodman

Ensign U.S.N.

From 8 P.M. to Midnight:

Clear & pleasant. ^{Light} Gentle breeze from E. by S. On course N¹/₂S. Moon set, at 12 o'clock. Smooth sea. Distilling.

M. Hoggatt

Ensign U.S.N.

Examined and found to be correct.

B. Galloway

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3rd Rate,

At sea, making the passage from Colombo to Aden.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	6.9	99.8	N. 1/2 S.	E. by S.	3				30.11	78	77	73	77	B.O.	cir cum.	9	D.	
2	7.0	6.8	"	"	3				30.09	77	77	73	77	"	"	8	"	
3	7.3	14.1	"	East	3				30.09	78	77	73	77	"	cum strab.	7	"	
4	7.5	21.6	"	"	3				30.08	77	77	73	77	"	"	7	"	
5	7.4	29.0	"	"	3				30.09	78	77	73	77	"	"	7	"	
6	7.3	35.3	"	"	3				30.09	78	77	73	77	"	cir. cum.	6	"	
7	7.5	43.8	"	"	3				30.12	78	77	73	77	"	"	6	"	
8	7.1	50.9	"	"	3				30.15	79	77	73	77	"	"	6	"	
9	7.2	58.1	"	"	3				30.18	78	77	73	77	"	"	6	"	
10	7.1	65.2	"	"	3				30.18	79	78	74	77	"	"	7	"	
11	7.1	72.3	"	"	3				30.16	81	79	74	77	"	"	8	"	
Noon.	8.1	80.4	"	"	3				30.15	82	81	75	77	"	"	8	"	

Course and distance made good since preceding noon by observations, N. 12° S. 178 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 13° 09'	"
	Longitude by D. R.	E. 49° 00'	"
	Latitude by observations of ☉	N. 12° 59'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 48° 59'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by S. R.	N. 12° 56'	"
	Longitude by from P. M. observation	E. 47° 57'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at 4:45 P. M. " N. 90° W. " 2° 02' "

Variation of the Compass by Azimuth ☉ observed at " " " "

Water expended during the preceding 24 hours, 400 gallons.

Water Distilled during the preceding 24 hours, 950 "

Water remaining on hand fit for use at Noon, 2650 "

Coal consumed during the preceding 24 hours, 10 tons 2210 lbs.

Coal remaining on hand at Noon, 71 " 700 "

P. M.																		
1	0 6 81.1	N. 1/2 S.	East	3	30.12	83	82	76	77	B.O.	cir	7	D					
	6 4 87.5	West									cum.							
2	7 2 94.7	"	"	3	30.10	83	82	76	77	"	"	6	"					
3	7 9 2.6	"	"	3	30.10	83	82	76	77	"	"	7	"					
4	7 7 10.3	"	"	3	30.10	85	82	76	77	"	"	7	"					
5	7 4 17.7	"	E. S. E.	3	30.10	85	82	75	77	"	"	7	"					
6	7 7 25.4	"	"	3	30.09	82	81	74	77	"	"	7	"					
7	7 5 32.9	"	"	3	30.11	81	80	74	77	"	"	8	"					
8	7 3 40.2	"	East	3	30.13	80	79	74	77	"	"	8	"					
9	7 1 47.3	"	"	3	30.14	80	79	74	77	"	"	8	"					
10	7 0 54.3	"	"	3	30.15	80	79	74	77	"	"	9	"					
11	7 2 61.5	"	"	3	30.15	79	78	73	77	B.	None	10	"					
Mid.	7 0 68.5	"	"	3	30.14	79	79	74	77	B.O.	cum.	9	"					

under the command of

Commander J. F. Jewell
Friday February 8th

, U. S. Navy,

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A.M.

Clear & pleasant. Gentle breeze from E by S. & East. Sea smooth. Under sail to royals, & steam under six boilers. Course N. 1/2 S. At 2:00 stopped the distiller. Lost overboard one pair common binoculars.

From 4 to 8 A.M.

W. H. Manning

Lieut. U. S. N.

Fair, pleasant weather, passing monsoon clouds. Gently breeze from East. No change in steam or sail. Steering course N. 1/2 S.

From 8 A.M. to Meridian:

B. F. Walling

Lieut. U. S. N.

Clear & warm, gentle Ely breeze. Exercised at fire quarters & mustered & inspected crew at quarters afterwards. Under steam & plain sail to royals, course N. 1/2 S. Set the clock back 10 min. at 11:30. E. Green (C.S.) & C. Todorous (Lds) reported their term of enlistment as having this day expired.

From Meridian to 4 P.M.:

Wm. Rodman

Ensign, U. S. N.

Clear & pleasant. Gentle breeze from East. At 12:05 changed course to West, Pat. Log 8.1. Issued clothing. Slip under steam & all square sail & jib, on course, West, Pat. Log 10.3

From 4 to 6 P.M.:

W. H. Foggatt

Ensign, U. S. N.

Clear & pleasant. Gentle breeze from E. S. E. Sea smooth. At 5:00 went to quarters for muster. No change in steam, sail or course

From 6 to 8 P.M.:

W. H. Manning

Lieut. U. S. N.

Clear, pleasant weather. Gentle breeze from E. S. E. & East. No change in steam or sail. Light swell from E. S. E. Steering a course West.

From 8 P.M. to Midnight:

B. F. Walling

Lieut. U. S. N.

Clear & pleasant, gentle Ely breeze. Under square sail to royals, & steam, course West. Smooth sea.

Wm. Rodman

Ensign, U. S. N.

Examined and found to be correct.

E. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

Making the passage to New York, anchoring in Chesapeake.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1	6.5	70.0	70.0	West	East		3			30.14	79	78	73	77	6		None	10	S.
2	6.8	81.8	81.8	"	"		3			30.14	79	78	73	77	"	"	"	10	"
3	6.9	88.7	88.7	"	"		2			30.14	79	78	73	77	"	"	"	10	"
4	6.8	96.5	96.5	"	"		2			30.14	79	78	73	77	6.0		Cum.	7	"
5	7.2	102.7	102.7	"	"		3			30.14	78	78	73	77	"		Cum.	8	"
6	7.3	10.	10.	"	"		3			30.14	78	78	73	77	"		Strat.	8	"
7	7.2	17.2	17.2	"	"		3			30.16	78	78	73	77	"		"	8	"
8	7.4	24.6	24.6	"	"		3			30.19	79	78	74	77	"		"	3	"
9	7.8	37.4	37.4	"	"		3			30.21	80	78	74	77	"		Cir.	5	"
10	7.4	39.8	39.8	"	"		3			30.22	80	79	75	77	"		"	6	"
11	7.5	47.3	47.3	"	"		3			30.21	81	80	75	77	"		"	6	"
Noon.	9.1	56.4	56.4	"	"		3			30.19	82	81	76	77	"		"	4	"

Course and distance made good since preceding noon by observations,

West 196 knots. tenths.

Position at Noon:	Latitude by D. R.	N.	12° 47'	"
	Longitude by D. R.	E.	45° 59'	"
	Latitude by observations of ☉	N.	12° 58'	"
	Longitude by chronometer from Forenoon Observations of ☉	E.	45° 43'	"

Position at 8 a. m.	Latitude by	"	"	"
	Longitude by	"	"	"

Position at 8 P. M.	Latitude by	"	"	"
	Longitude by	"	"	"

Current during the time, / knots tenths per hour, setting to the N. 32° E.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at 7:05 A.M. " N. 90° W. " 2° 39' "

Variation of the Compass by Azimuth ☉ observed at " " " "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2270 "

Coal consumed during the preceding 24 hours, 11 tons 280 lbs.

Coal remaining on hand at Noon, 60 " 1420 "

P. M.																			
1	1.9	58.3	58.3	West	East		3			30.15	83	81	75	77	6.0		Cir.	5	S.
2	7.8	71.1	71.1	W. by S.	S. E.		3			30.12	83	81	75	77	"	"	"	6	"
3	3.9	75.0	75.0	"	"		3			30.10	83	80	75	77	"	"	"	8	"
4	4.2	83.7	83.7	N. S. 1/4 W.	"		3			30.10	82	80	75	77	"	"	"	8	"
5	1.6	93.9	93.9	N. S. 1/4 W.	"		3			30.12	81	80	75	77	"	"	"	8	"
6	4.4	0.9	0.9	Various	"		3			30.14	81	80	75	77	"	"	"	8	"
7				S. E. by S.	E. N. E.		3			30.15	80	79	75	77	"	"	"	8	"
8				E. by S.	"		3			30.18	80	79	75	77	"	"	"	8	"
9				"	East		3			30.19	80	79	75	77	"	"	"	3	"
10				"	"		2			30.19	80	78	74	77	"	"	"	7	"
11				"	"		3			30.20	79	78	74	77	"	"	"	7	"
Mid.				"	"		3			30.19	79	78	74	77	"	"	"	8	"

under the command of

Commander J. F. Jewell, U. S. Navy,
Saturday February 9th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A.M.:

Clear & pleasant. Light to gentle breeze from East. On course West, under plain sail to royals except f. jib, m. trysail & spanker. Smooth sea.

From 4 to 8 A.M.:

W. B. Hoggatt
Ensign U. S. N.

Clear & pleasant, & clouding over the last hour. Gentle breeze from East. Sea smooth. During watch passed three steamers standing Eastward. At 7:40 sighted high land to the S. No change in steam, sail or course.

From 8 A.M. to Meridian:

H. Searns
Lieut. U. S. N.

Clear & pleasant, clouding very little about noon. Gentle breeze from East. Ship under steam, & all square sail & jib. Aired bedding. Course West; Pat. Log 55.8

From Meridian to 4 P.M.:

B. H. Warring
Lieut. U. S. N.

Clear & warm; gentle Ely. breeze. Under plain sail to royals, & steam. Standing in for Aden. Distilling.

From 4 to 6 P.M.:

Hugh Rodman
Ensign U. S. N.

Clear & pleasant. Gentle breeze from S.E. At 4:48 changed course to N. S. W. $\frac{3}{4}$ N; then Comdg Officer conned the ship into Aden harbor.

From 6 to 8 P.M.:

W. B. Hoggatt
Ensign U. S. N.

Clear & pleasant. Gentle breeze from E. N. E. At 6:01 came to anchor in four faths water, wearing to 30 faths. stbd. Chain. Draft of ship, 13' 3" fore, 15' 5" aft. Hauled fires under all boilers except No 4. Bearings at anchor: Lightship S. E. $\frac{1}{2}$ E. & Ras Tar sheir S by E $\frac{1}{4}$ E. An officer from H. B. M. S. "Deputy" made a preliminary visit of courtesy At 7:27 started the distiller.

From 8 P.M. to Midnight:

H. Searns
Lieut. U. S. N.

Clear & pleasant. Light, & gentle breeze from East.

B. H. Warring
Lieut. U. S. N.

Examined and found to be correct.

C. D. Gauway
Lieut. & Navigator.

Anchored in the harbor of Aden, Arabia.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				Ship's Head													
1				E. by N.	East	3			30.18	79	78	73		b.c.	cir cum.	8	
2				"	"	3			30.15	79	78	73		"	"	8	
3				"	"	3			30.12	78	77	73		"	"	8	
4				"	"	3			30.12	78	77	73		"	"	8	
5				E. N. E.	"	3			30.13	78	77	73		"	"	9	
6				"	N. E. by N.	3			30.15	78	77	73		"	"	8	
7				N. E. by N.	"	2			30.17	78	74	72		"	"	8	
8				N. E.	"	2			30.20	78	74	72		"	"	8	
9				"	E. N. E.	2			30.22	78	77	74		"	"	5	
10				East	"	2			30.23	80	79	74		"	"	5	
11				"	"	2			30.21	80	79	75		"	"	5	
Noon.				N. E.	East	2			30.20	80	79	75		"	"	6	

Course and distance made good since preceding noon by observations, *Boasting* 48 knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 a. m.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, 600 "

Water remaining on hand fit for use at Noon, 2490 "

Coal consumed during the preceding 24 hours, 2 tons 1950 lbs.

Coal remaining on hand at Noon, 57 " 1710 "

P. M.																	
1				S. S. E.	S. S. E.	2			30.18	81	79	75		b.c.	cir cum.	7	D
2				South.	"	3			30.15	83	80	75		"	"	6	"
3				S. by E.	"	3			30.12	82	80	75		"	"	6	"
4				"	"	3			30.11	82	80	76		"	"	7	"
5				"	E. S. E.	2			30.13	82	80	75		"	"	7	"
6				S. E.	East	2			30.15	81	79	74		"	"	6	"
7				E by N.	"	2			30.15	80	79	74		"	"	7	"
8				East	"	2			30.15	80	79	74		"	"	7	"
9				N. E.	N. E.	2			30.16	79	79	74		"	"	9	"
10				E by N.	"	2			30.17	79	79	74		"	"	8	"
11				"	"	1			30.16	78	78	74		"	"	8	"
Mid.				N. N. E.	"	1			30.15	78	78	74		"	"	8	"

under the command of

Commander T. F. Jewell
Sunday February 10th

, U. S. Navy,

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Clear & pleasant; gentle E. breeze. Distilling

Hugh Rodman

Ensign U. S. N.

From 4 to 8 A. M.:

Clear & pleasant. Gentle breeze from East, to N. E. by N.

Distilling

M. B. Hoggatt

Ensign U. S. N.

From 8 A. M. to Meridian:

Fair & pleasant. Gentle breeze from East to E. N. E.

Quarters for inspection at 9:30. Rigged out lower booms. Comdg. Officer left the ship to call on English & French man-of-war. Recd an official call from comdg officer of H. M. S. Osprey.

From Meridian to 4 P. M.:

C. E. Hudson

Naval cadet U. S. N.

Clear & pleasant. Light to gentle breeze from S. E.

Distilling. Discharged ashes into a lighter from ashore.

H. E. Seering

From 4 to 8 P. M.:

Lieut. U. S. N.

Clear, pleasant weather. Light breezes from E. S. E. & East.

Comdg officer of French corvette "Saône" paid an official visit to the ship. Distilling

B. S. Waring

Lieut. U. S. N.

From 8 P. M. to Midnight:

Clear & pleasant. Light air & breeze from N. E. Stopped

distilling at 8:30. & banked fires under distilling boilers

M. B. Hoggatt

Ensign U. S. N.

Examined and found to be correct.

C. D. Galloway Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Anchor in the harbor of Aden, Arabia.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				Ship's Head													
1				N. by E.	N. E.	2			30.13	78	74	73		b. c.	cumstr.	7	A.
2				N. N. E.	"	2			30.13	77	74	73		b. c. f.	"	8	"
3				"	"	2-3			30.12	76	76	73		b.	None	10	"
4				N. N. W.	N. N. W.	3			30.11	75	75	72		o. c.	cir	9	"
5				N. by E.	N. E.	2			30.10	75	74	72		"	cum.	8	"
6				N. E.	"	2			30.12	75	74	72		"	"	7	"
7				N. E. by E.	"	2			30.14	75	74	72		"	"	7	"
8				E. N. E.	"	2			30.17	77	75	73		"	"	7	"
9				E. by N.	"	2			30.19	81	75	73		"	"	9	"
10				E. by S.	East	2			30.20	81	78	74		"	"	8	"
11				East	"	2			30.20	82	79	75		"	"	8	"
Noon.				E. by S.	E. N. E.	3			30.14	82	79	75		"	"	9	"

Course and distance made good since preceding noon by observations,

knots.

tenths.

Position at Noon: { Latitude by D. R. " " "
 Longitude by D. R. " " "
 Latitude by observations of ☉ " " "
 Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. { Latitude by " " "
 Longitude by " " "

Position at 8 P. M. { Latitude by " " "
 Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours,

380 gallons.

Water *Distilled* during the preceding 24 hours,

0690 "

Water remaining on hand fit for use at Noon,

2800 "

Coal consumed during the preceding 24 hours,

1 tons 320 lbs.

Coal remaining on hand at Noon,

166 " 1390 "

P. M.																	
1				E. S. E.	E. N. E.	2			30.12	81	79	73		b. c.	cumstr.	9	A.
2				S. S. E.	East.	2			30.09	81	79	73		"	"	9	"
3				S. by E.	S. E.	3			30.08	81	79	74		"	"	9	"
4				S. by N.	"	3			30.09	81	80	75		"	"	9	"
5				S. E. by S.	East	2			30.10	83	80	75		"	"	9	"
6				E. by S.	"	2			30.10	82	79	74		"	"	8	"
7				"	"	2			30.11	80	78	73		"	cir.	9	"
8				"	"	2			30.13	79	78	74		"	"	9	"
9				N. N. E.	"	2			30.13	79	78	74		"	"	8	"
10				E. N. E.	N. E. by E.	2			30.15	79	78	74		"	"	8	"
11				N. E.	"	2			30.15	78	77	73		"	"	9	"
Mid.				"	"	2			30.02	77	76	73		"	"	9	"

under the command of

Commander J. F. Jewell.

, U. S. Navy,

Monday February 11th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Clear & pleasant. Light to gentle breezes from N. E. & N. N. W. Ship riding head to wind.

C. E. Hudson

From 4 to 8 A. M.:

Naval Cadet U. S. N.

Clear & pleasant. Light breeze from N. E. Made preparations for "coaling ship". Lighters came alongside at 6:15 & began coaling at 6:30. Received in the Paymaster's Dept. for issue to the crew, 100 lbs each of fresh beef & vegetables, & 88 lbs fresh beef.

From 8 A. M. to Meridian:

W. E. Seaming,

Lieut. U. S. N.

Clear pleasant weather. Light breezes from N. E. & East. Gentle breeze from E. S. E. At 10:00 finished coaling, having received in all one hundred & ten (110) tons. Comdg Officer paid official visit to U. S. Consul.

B. A. Waring

From Meridian to 4 P. M.:

Lieut. U. S. N.

Clear & warm; light to gentle breezes from E. S. E. to S. E. Received an official visit from an English Army Officer of this port, who represented the Comdg General of Aden.

Hugh Coleman,

From 4 to 8 P. M.:

Ensign U. S. N.

Clear & pleasant. Light breeze from East. Fredk Smith (Lds) left the 1st cutter without permission, while at the landing & did not return.

W. B. Foggatt

From 8 P. M. to Midnight:

Ensign U. S. N.

Clear & pleasant. Light breeze from East. & N. E. by E. Bright moonlight. Fred. Smith (Lds) who left a boat this afternoon without permission, was received on board, having been sent off by the shore police, drunk & disorderly. By order of the Comdg Officer, placed him in double irons to await action. At 9:35 started distilling.

W. E. Seaming,

Lieut. U. S. N.

Examined and found to be correct.

C. D. Galloway

Lieut. & Navigator.

under the command of

Commander J. F. Jewell

, U. S. Navy,

Tuesday February 12th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A.M.:

Clear, pleasant weather. Heavy dew. Light air from E. S. E., light breezes from N. E. & S. E. Moon set at 3:20

B. H. Walling

From 4 to 8 A.M.:

Lieut. U. S. N.

Clear & pleasant, light breeze from N. E. & E. A French man-of-war came in & anchored at 6:00, & an Italian at 6:45, boarded them at 8:00. P. & O. steamer "Khedive" came in at 7:10.

From 8 A.M. to Meridians:

Hugh Rodman

Ensign U. S. N.

Clear & pleasant. Light to gentle breeze from East. Officer from the Italian frigate "Sogala" came to return visit of boarding officer this A.M. By order of the Comdg. Officer, confined Fredk Smith (Lds) in double irons to await trial by summary court martial. At 10:55 started fires in boilers 1, 3, 5, 6, 7 & 8.

From Meridian to 4 P.M.:

M. B. Hoggatt

Ensign U. S. N.

Clear & pleasant. Gentle to moderate breezes from S. E. & East. Went to quarters at 1:10 & secured battery for sea. Comdg. Officer left the ship to return official call. At 2:55 steam reported ready, turned engines over & found everything all right. At 3:00 called all hands up anchor. At 3:07 went ahead full speed. At 3:10 put over pat. log reading zero, Ras Farahin bearing S. by E, 40° S. E. by E. At 3:18 set fore & aft sail, crossed royal yards. At 3:40 made sail to royals, set course N. S. N. 1/4 N., pat. log 5.4. At 3:43 Ras Alargali bore N. N. W. (p. c.), Jezirat Is. N. E. 1/4 N. (p. c.) Hauled fires in No. 2 boiler. At end of watch under steam & plain sail. Ship's draught fwd 14' 1/2 aft 16' 4"

H. C. Gearing

From 4 to 6 P.M.:

Lieut. U. S. N.

Clear, pleasant weather. Gentle breeze from E. S. E. At 4:50 changed course to N. S. N. 1/2 N. No change in steam or sail. High land of Arabia in sight on starboard bow, beam & quarter.

From 6 to 8 P.M.:

B. H. Walling

Lieut. U. S. N.

Clear & pleasant; gentle breeze from S. E. By order of Comdg. Officer changed course to N. by S. at 7:30, P.L. 38.5. Passed two steamers going to the E.

From 8 P.M. to Midnight:

Hugh Rodman

Ensign U. S. N.

Clear & pleasant. Bright moonlight. Gentle breeze from S. E. & E. S. E. At 10:00 got a sounding in 18 fms. gray sand, then changed course to N. by S. P. Log 61.0. At 10:30 got a sounding in 26 fms. gray sand, & changed course to N. 1/2 S. P.L. 65.4. At 11:00 got a sounding in 32 fms. gray sand, & changed course to N. S. N. P.L. 70.0. At 11:20 took in spanker & m. trysail. At 11:45 sighted Perim Lt. bearing N. N. 1/2 N.

M. B. Hoggatt

Ensign U. S. N.

Examined and found to be correct.

C. D. Galloway

Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3- Rate,

At sea, making the passage from Aden to Suez, Egypt.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Lee-way.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	2 3		83.3	N. N. W.	E. S. E.	3			30.06	79	78	74	78	B. C.	cir cum	5	D.	
2	7 3		90.6	"	"	3			30.06	79	78	74	78	"	"	4	"	
3	7 8		98.5	N. N. W.	"	3			30.04	78	78	73	78	"	"	4	"	
4	8 1		6.6	"	"	3			30.04	77	77	72	77	"	cir strat	8	"	
5	8 0		14.6	"	S. E. by E.	4			30.02	77	77	72	77	"	"	8	"	
6	7 9		22.5	"	S. E. E.	5			30.02	77	76	73	77	"	"	8	"	
7	7 7		30.2	"	"	5			30.03	77	76	73	77	"	"	8	"	
8	7 6		37.8	N. by N. W.	"	5			30.04	77	77	73	77	"	"	8	"	
9	8 1		45.9	"	"	6			30.06	78	77	73	78	"	"	8	"	
10	8 5		54.4	"	"	6			30.07	79	78	74	78	"	"	8	"	
11	8 2		62.6	N. N. W.	"	6			30.06	80	79	75	78	"	"	8	"	
Noon.	9 7		72.3	N. W. by N.	"	6			30.04	80	79	75	78	"	"	9	"	

Course and distance made good since preceding noon by observations, *Coasting* 192 knots. tenths.

Position at Noon:	Latitude by D. R. <i>Bearings</i>	N.	14° 08'	"
	Longitude by D. R. <i>50</i>	E.	42° 44'	45"
	Latitude by observations of ☉		0	"
	Longitude by chronometer from Forenoon Observations of ☉	N.	0	"
Position at 8 a. m.	Latitude by <i>Bearings</i>	N.	13° 32'	30"
	Longitude by <i>50</i>	E.	43° 00'	"
Position at 8 P. M.	Latitude by <i>S. R.</i>	N.	14° 54'	"
	Longitude by <i>S. R.</i>	E.	42° 10'	"

Current during the time, knots *8* tenths per hour, setting to the *Northward*.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head	0	'	"
Variation of the Compass by Amplitude ☉ observed at Sunset,	"		
Variation of the Compass by Azimuth ☉ observed at	"		
Variation of the Compass by Azimuth ☉ observed at	"		
Water expended during the preceding 24 hours,	380	gallons.	
Water during the preceding 24 hours,	"		
Water remaining on hand fit for use at Noon,	2820	"	
Coal consumed during the preceding 24 hours,	13 tons 480	lbs.	
Coal remaining on hand at Noon,	151 " 1210	"	

P. M.																		
1	8 6	80.9	N. W.	South	5				30.02	82	81	76	78	B. C.	cir	9	D	
2	6 8	88.4	N. W. by N.	"	4				30.00	81	80	75	78	B.	none.	10	"	
3	6 9	95.3	"	S. E. by S	3				29.98	82	81	75	78	"	"	10	"	
4	6 9	2.2	"	"	3				29.98	83	81	76	78	"	"	10	"	
5	7 2	9.4	"	"	3				29.98	83	81	76	78	"	"	10	"	
6	6 7	16.1	N. N. W. 1/2 N.	"	3				29.99	83	81	76	78	"	"	10	"	
7	6 7	22.8	"	"	3				30.00	82	81	76	78	"	"	10	"	
8	6 6	29.4	"	"	3				30.01	81	81	76	78	"	"	10	"	
9	3 7	36.4	N. N. W.	"	3				30.01	81	80	77	77	"	"	10	"	
10	7 1	43.5	"	"	3				30.02	81	80	77	77	B. C.	cir	9	"	
11	7 0	50.5	"	"	3				30.03	81	80	77	77	"	"	9	"	
Mid.	7 0	57.5	N. N. W. 3/4 N.	"	3				30.03	81	80	77	77	"	cir strat.	8	"	

under the command of

Commander T. F. Jewell

, U. S. Navy,

Wednesday February 13th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Partly cloudy first three hours & clear the rest of the watch. Gentle breeze from E. & E. Smooth sea. Until 2:00 steering various courses standing into & through the "small strait" of Bab-el-Mandeb. At 2:10 the lights on east end of Perim Island bore in range, when set the course N. N. W. by log 91.7 Hauled fires under boilers at 2:57. At end of watch under steam with four boilers, square sail to royals, jib, f. topmast staysail, m. topsail & spanker. Passed several steamers.

W. H. Manning

Lieut. U. S. N.

From 4 to 8 A. M.:

Clear, pleasant weather. Moderate breezes from S. E. by S. Stiff breeze from S. E. by E. At 6:50, Mocha, Arabia, bore E by S. distant 10 miles. At 7:00 changed course to N by N. W. At 7:10 sighted Great Haniish Id. bearing N. N. W. At 8:20 took in m. topsail, spanker & f. topmast staysail. Ship under steam (four boilers), topsails, log all sails, foresail, royals & jib at end of watch. Sighted four steamers.

B. A. Walling

Lieut. U. S. N.

From 8 A. M. to Meridian

Clear & pleasant, stiff breeze from S. E. by S., moderate sea. Standing up the Red Sea under steam & square sail to royals. Set jib & fore topmast staysail at 10:56. By order of Comdg Officer changed course as follows: at 10:23 to N. N. W. P. L. 57.4; at 10:33 to N by N. P. L. 31.7; at 10:45 to N. N. W. P. L. 60.3; & at 10:56 to N. N. by N. P. L. 61. At 11:06 set clock back 6 minutes. Mustered & inspected crew at quarters, & exercised divisions as follows: 1st rifles, 2nd pistols, 3^d great guns. Inspected shell room & magazine flood cocks, dry gun cotton & electric apparatus & found them in good condition. Last hour of watch standing through Abou Ail Channel. At noon Pile Id. bore (P. O.) S. E. by E, High Id. S. E. & W. point of Jebel-Luber S. N. E. by E.

Hugh M. Rodman

Ensign U. S. N.

From Meridian to 4 P. M.:

Clear & pleasant. Gentle to fresh breeze from South to S. E. by S. Passed six steamers standing to S. also one Russian man-of-war during watch. Summary Court martial convened at 1:05 for the trial of Fred. Smith (Lds) & adjourned at 1:47 to await action of Comdg Officer. Issued small stores. At 1:06 changed course to N. N. by N. At 1:40 set m. topsail Under steam & plain sail. Moderate sea. Hauled in patent log at 3:05 to clean it.

W. H. Hoggatt

Ensign U. S. N.

From 4 to 6 P. M.:

Clear & pleasant. Gentle breeze from S. E. by S. Sea moderate. At 5:00 went to quarters for muster, & changed course to N. N. W. by N. P. log 9.4. At 5:45 took in m. topsail. At 5:53 called all hands to muster & published the approved sentence of the summary court martial in the case of Fred. Smith (Lds), tried for leaving boat without permission & returning to the ship drunk & disorderly - viz: to be reduced to the next inferior rating, that of boy, & to the loss of two months pay amounting to 20 dollars; that portion of the sentence involving loss of pay being referred to the Secretary of the Navy. By order of the Comdg Officer, released Fred. Smith (boy) from confinement. Passed a number of steamers, & exchanged colors with the English steamer, N. F. B. H. standing to the Northward.

W. H. Manning

Lieut. U. S. N.

From 6 to 8 P. M.:

Clear, pleasant weather. Light & gentle breeze from S. E. by S. At 6:30 took in f. topmast staysail.

B. A. Walling

Lieut. U. S. N.

From 8 P. M. to Midnight:

Clear & pleasant; gentle breeze from S. E. by S. Plain sail to royals & steam in four boilers passing Zabiyir Group on the starboard hand; during first three hours of watch. By order of Comdg Officer changed course as follows: at 8:32 to N. N. W.; at 11:00 to N. N. W. ^{3/4} N., P. L. 33.1 & 50.5 respectively.

Hugh M. Rodman

Ensign U. S. N.

Examined and found to be correct.

B. A. Walling

Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Steamer Essex

Rate,

At sea making the passage from Aden to Suez, Egypt.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	73	64.8	71.4	N. N. W. $\frac{3}{4}$ W.	S. E. by E.	3			30.01	80	79	76	77	b. c. w.	cir cum	5	D	
2	66	71.4		"	"	3			29.99	80	79	76	77	"	"	7	"	
3	51	72.7		N. W. $\frac{1}{2}$ W.	"	3			29.99	80	79	76	77	"	"	4	"	
4	64	84.1		N. W. $\frac{3}{4}$ W.	"	3			29.99	80	79	76	77	"	"	5	"	
5	64	90.5		"	"	3			30.01	81	79	76	77	b. c.	"	4	M.	
6	60	96.5		"	"	3			30.04	81	79	76	77	"	cum	3	"	
7	62	2.7		"	"	3			30.06	80	78	76	77	"	cir. cum.	3	"	
8	65	9.2		"	"	3			30.07	79	78	77	77	"	"	7	"	
9	64	15.6		"	"	3			30.09	81	79	76	77	"	"	7	S. d.	
10	52	22.2		N. N. W. $\frac{1}{2}$ W.	S. E.	3			30.09	81	80	77	77	"	"	7	"	
11	64	78.6		"	"	3			30.08	81	80	77	77	"	"	7	"	
Noon.	77	36.3		"	"	3			30.00	81	81	77	78	"	"	8	S.	

Course and distance made good since preceding noon by observations, *N. 35° W.* 11.04 knots. tenths.

Position at Noon: Latitude by D. R. *N. 16° 15'* " Longitude by D. R. *E. 41° 09'* " Latitude by observations of \odot *N. 16° 22'* " Longitude by chronometer from Forenoon Observations of \odot *E. 41° 09'* "

Position at 8 a. m. Latitude by " " " Longitude by " " " "

Position at 8 P. M. Latitude by *S. R.* *N. 17° 07'* " Longitude by *P. M. Observation*, *E. 40° 36'* "

Current during the time, knots *2.5* tenths per hour, setting to the *N. 45° E.*Variation of the Compass by Amplitude \odot observed at Sunrise, ship's head " " "Variation of the Compass by Amplitude \odot observed at Sunset, " " "Variation of the Compass by Azimuth \odot observed at 7:40 A. M. *N. 36° W.* *N. 4° 19'* "Variation of the Compass by Azimuth \odot observed at " " "

Water expended during the preceding 24 hours, 380 gallons.

Water on hand during the preceding 24 hours, at noon 2040 "

Water remaining on hand fit for use at Noon, "

Coal consumed during the preceding 24 hours, 6 tons 1900 lbs.

Coal remaining on hand at Noon, 144 " 1550 "

P. M.																		
1	68	43.1	N. N. W. $\frac{1}{2}$ W.	S. E.	3				30.03	81	80	76	78	b. c.	cir cum.	7	D	
2	68	49.9	"	"	3				30.00	81	80	76	78	"	"	7	"	
3	70	56.9	"	"	3				29.98	81	80	76	78	"	"	7	"	
4	71	64.0	"	S. E. by E.	3				29.98	80	79	75	78	"	"	8	"	
5	70	71.0	"	"	3				30.00	80	79	75	79	"	"	8	"	
6	65	77.5	"	E. by N.	3				30.00	79	78	75	79	"	"	7	"	
7	65	84.0	"	East	2				30.00	80	79	75	79	"	cir	9	"	
8	65	90.5	"	"	2				30.00	81	79	75	79	b.	none	10	"	
9	66	97.1	"	S. E.	1-2				30.01	82	80	76	79	"	"	10	"	
10	65	3.6	"	"	1-2				30.02	81	80	76	79	b. c.	str.	9	"	
11	64	10.0	"	S. E. by S.	1-2				30.01	80	80	76	79	"	"	8	"	
Mid.	67	16.7	"	S. S. E.	3				30.00	80	80	76	79	"	"	8	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Thursday February 14th

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Until 4 A.M.:

Partly clear; pleasant. Gentle breeze from S.E. by S. At 1:45 sighted Jebel Lir Id. one pt. on starboard bow. At 2:11 changed course to N. N. W. 1/2 W. P.L. 77.6, at 3:00 to N. N. W. 1/4 N. P.L. 77.7 At 3:49, peak on Jebel Lir bore (p.c.) S. E 1/2 E. distant 1 1/2 miles. Under steam & plain sails to royals with jib & foretopmast staysail.

From 4 to 8 A.M.:

W.B. Foggatt

Ensign U.S.N.

Cloudy, & clearing last hour. Gentle breeze from S.E. by S. moderate swell from South. No change in steam, sail, or course.

From 8 A.M. to Meridian:

H. Kearney

Lieut. U.S.N.

Clear & warm. Gentle breezes from S.E. by S. first hour & from S.E. rest of watch. Same steam & sail as last watch. Divisions exercised as follows: 1st & 3rd Divs. great guns; 2nd Div. great guns & bayonet practice; Powder Div. bayonet practice. At 9:10 changed course to N. N. W. 1/2 W. Set clock back four minutes in last hour.

From Meridian to 4 P.M.:

B.F. Waring

Lieut. U.S.N.

Clear & pleasant. Gentle breezes from S.E. by E. to E. At 2:00 instructed watch below in signals. At 3:40 set fore & aft sail. At end of watch ship on course N. N. W. 1/2 W. under steam & all plain sail except mainsail, spanker & foretopmast staysail, lat. log reading 64.0

From 4 to 6 P.M.:

Hugh Rodman

Ensign U.S.N.

Clear & pleasant. Gentle breezes from S.E. by E. to E. by N. At 5 mustered crew at quarters. Exchanged colors with an English steamer standing to the Sd. On course N. N. W. 1/2 W.

From 6 to 8 P.M.:

W.B. Foggatt

Ensign U.S.N.

Clear sky. Full moonlight. Light breeze from East. Smooth sea. No change in steam, course or sail.

From 8 P.M. to Midnight:

H. Kearney

Lieut. U.S.N.

Clear, pleasant weather. Bright moonlight. Light airs & breezes from S.E. & S.E. by S. Gentle breezes from S.E. At 9:15 set spanker. At 10:30 took in m. topsail & spanker. On course N. N. W. 1/2 W.

B.F. Waring

Lieut. U.S.N.

D. Galloway

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Making the passage from Aden, Arabia to Suez Egypt.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.																	
1	6 6	23.3	N. A. N. 1/2 N.	S. E.	2				30.00	80	80	77	79	B. c.	Cir. str.	8	S.
2	6 0	29.3	"	"	1-2				30.00	80	80	77	79	"	"	9	"
3	6 7	35.5	"	"	1-2				29.99	80	80	76	79	"	"	9	"
4	6 4	41.9	"	"	1				29.99	80	79	76	79	B.	none	10	"
5	6 0	47.9	"	"	1				29.98	80	79	76	79	B. c.	Cir. cum.	7	"
6	5 3	53.2	"	"	1				29.98	80	79	77	79	"	"	5	"
7	5 6	58.8	"	"	1				30.01	80	79	77	79	"	"	5	"
8	5 9	64.7	"	"	1				30.02	81	80	77	79	"	"	8	"
9	6 4	71.0	"	"	2				30.03	82	80	77	79	"	"	6	"
10	6 9	78.0	"	"	2				30.04	82	80	77	79	"	"	5	"
11	6 7	84.7	"	"	2				30.04	82	80	77	80	"	"	7	"
Noon.	7 5	92.2	"	E. S. E.	3				30.02	82	80	77	81	"	"	7	"

Course and distance made good since preceding noon by observations, N. 34° W. 158 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 18° 31'	"
	Longitude by D. R.	E. 39° 37'	"
	Latitude by observations of ☉	N. 18° 33'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 39° 36'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by S. R.	N. 19° 30'	"
	Longitude by P. M. observation	E. 39° 10'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, ° ' "

Variation of the Compass by Azimuth ☉ observed at 7:10 a.m. " N. 29° W. 5° ' "

Variation of the Compass by Azimuth ☉ observed at " ° ' "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 16460 "

Coal consumed during the preceding 24 hours, 6 tons 2170 lbs.

Coal remaining on hand at Noon, 137 " 1620 "

P. M.																		
1	2 4	95.1	A. A. N. 1/2 N.	S. E.	3				29.98	81	81	76	80	B. c.	Cir. str.	8	S	
2	7 6	7.1	N. N. N. 1/4 N.	"	3				29.95	81	80	75	80	"	"	8	"	
3	7 8	14.9	"	"	4				29.93	81	80	76	80	"	"	8	"	
4	8 3	23.2	N. by N. 1/4 N.	"	4				29.92	81	80	76	80	"	"	8	"	
5	8 1	31.3	"	"	4				29.91	82	80	76	80	"	"	9	"	
6	3 5	24.8	N. N. N.	"	4				29.95	82	80	76	80	"	"	9	"	
	4 5	39.3		"														
7	7 9	47.2	"	"	4				29.93	83	81	76	80	B.	None	10	"	
8	7 1	54.3	"	"	4				29.93	83	82	77	80	"	"	10	"	
9	7 3	61.6	"	"	3				29.94	83	82	77	80	"	"	10	"	
10	6 6	68.2	"	S. S. E.	3				29.95	83	81	77	80	"	"	10	"	
11	6 8	75.0	"	"	3				29.95	82	81	77	80	"	"	10	"	
Mid.	6 7	81.7	"	"	3				29.94	82	81	77	80	"	"	10	"	

under the command of

Commander F. F. Jewell.
Friday February 15th

, U. S. Navy,

1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Clear & pleasant; light breeze from S.E., dying out last part of watch. Under steam & square sail to royals until 3:50, when topgill sails, royals & head sails were taken in. Smooth sea.

Hugh Rodman

Ensign U.S.N.

From 4 to 8 a.m.:

Clear & pleasant. Light airs from S.E. Took in topsails & foresail at 4:30, then furled all sail. Passed two steamers standing to the S. Transferred No. 1 gun etc. to port in gangway. On course N.N.W. 1/2 W.

From 8 a.m. to Meridian:

W.B. Hoggatt

Ensign U.S.N.

Clear & warm. Light breeze from S.E. first, then hours shifting to E.S.E. last hour increasing to gentle breeze. At 8:40 made all square sail to royals except mainsail. At 9:30 went to quarters for inspection. At 9:35 exercised at fire quarters. Secured at 9:37. Set clock back five minutes last hour. Ahead of watch, ship on course N.N.W. 1/2 W. under steam & square sail to royals except mainsail, put log reading 92.2.

H.C. Gearing

Lieut. U.S.N.

From Meridian to 4 P.M.

Clear & pleasant. Gentle breeze first half, moderate breeze last half from S.E. At 12:20 changed course to N.N.W. 1/2 W. & at 2:00 changed to N by N 1/4 W. Set fore & aft sail at 12:40. Exchanged colors with a P.T.O. steamer at 1:30. She hoisted N.H. 6.2. & B.2.R. & we answered R.S.J. Ahead of watch under all sail except mainsail, spanker & maintopmast, staysail, & same steam power as last watch.

B.H. Wagering

Lieut. U.S.N.

From 4 to 6 P.M.:

Clear & pleasant; moderate breeze from S.E. Mustered at quarters at 5:00. Moon rose at 5:35. Under steam & plain sail to royals during watch.

Hugh Rodman

Ensign U.S.N.

From 6 P.M. to 8 P.M.:

Clear & pleasant. Mod breeze from S.E. On course N.N.W.

W.B. Hoggatt

Ensign U.S.N.

From 8 P.M. to Midnight:

Clear sky. Full moonlight. Gentle breeze from S.E. & E.S.E. Smooth sea. At 9:40 took in fore & aft sail. Steering course N.N.W.

H.C. Gearing

Lieut. U.S.N.

Examined and found to be correct.

L.D. Galloway

Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
After making the passage from Aden to Suez Egypt.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Range of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Day.	Air, Night.				
A. M.															
1	67	58.4		N. N. W.	S. E. by E.	3	29.93	81	81	78	79	b. c.	air cum.	7	8
2	67	98.6		"	"	3	29.92	81	80	77	78	"	"	7	"
3	60	100.6		"	"	3	29.92	81	80	77	78	"	"	6	"
4	61	6.7		"	"	3	29.93	81	80	77	78	"	"	7	"
5	67	13.4		"	"	3	29.92	81	80	77	78	b.	none	10	"
6	72	70.6		"	"	3	29.92	81	80	77	78	"	"	10	"
7	73	27.9		"	"	3	29.93	82	81	77	79	"	"	10	"
8	66	34.5		"	"	2	29.96	83	81	78	79	"	"	10	"
9	64	46.9		"	"	2	30.00	83	81	78	80	b. c.	air cum.	8	"
10	66	47.5		"	"	2	30.00	83	81	78	80	"	air cum.	8	"
11	63	53.8		"	"	2	29.99	83	81	77	80	"	"	8	"
Noon.	64	60.2		"	"	2	29.99	83	81	78	80	"	"	8	"

Course and distance made good since preceding noon by observations, N. 23° W. 16.5 knots, tenths.

Position at Noon:	Latitude by D. R.	N. 21° 04'	"
	Longitude by D. R.	E. 38° 18'	"
	Latitude by observations of ☉	N. 21° 05'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 38° 27'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by <i>D.R.</i>	N. 21° 46'	"
	Longitude by <i>from P. M. observations.</i>	E. 37° 04'	"

Current during the time, knots 3 tenths per hour, setting to the E. 6° N.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1280 "

Coal consumed during the preceding 24 hours, 6 tons 2080 lbs.

Coal remaining on hand at Noon, 120 " 1780 "

P. M.															
1	57	61.1		N. N. W.	N. N. by N.	1-2	29.97	83	81	78	80	b. c.	air cum.	6	8
2	54	78.5		"	"	1-2	29.96	83	82	77	80	"	"	7	"
3	58	77.3		"	"	2	29.95	83	81	77	80	b. c.	"	7	"
4	63	87.6		"	"	3	29.94	83	81	76	80	"	"	8	"
5	67	90.3		"	"	2	29.95	81	80	76	80	b. c.	None	10	"
6	70	97.3		"	"	2	29.96	80	79	76	79	b. c.	air cum.	9	"
7	65	103.8		"	"	4	29.96	80	79	75	78	"	air cum.	8	"
8	60	9.8		"	"	4	29.98	81	78	74	77	"	"	11	"
9	53	10.1		"	N. N. W.	4	29.99	78	77	74	77	b. c.	"	5	"
10	52	20.3		"	"	4	30.00	78	77	74	77	"	"	5	"
11	52	25.5		"	N. by N.	4	30.00	77	77	73	77	"	"	6	"
Mid.	55	31.0		"	"	4	30.00	77	76	73	77	"	air cum.	9	"

under the command of

Commander J. F. Jewell, U. S. Navy,
Saturday February 16th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear & pleasant. Light to gentle breeze from S. E. by S. Bright moonlight. Light passing monsoon clouds. At 12:30 finished all coal on deck. Passed four steamers standing to S. Ship under steam (four boilers) & all square sail on course N. N. W. Light swell from S. E. by S.

B. D. Waelling

From 4 to 8 A.M.:

Clear & pleasant, gentle to light breeze from S. E. by S. Under steam & square sail to royals. Sighted two steamers on port quarter, standing to the N. E. Moon set at 6:30

Lieut. U. S. N.

From 8 A.M. to Meridian:

Clear & warm light breeze from S. E. by S. Ship under same steam & sail as last watch. Steering course N. N. W.

Hugh Rodman

Ensign U. S. N.

From Meridian to 4 P.M.:

Clear & warm first two hours, hazy last two hours. During first hour, wind shifted to N. W. by N. blowing in light airs & increasing to gentle breeze by end of watch. At 12:09 changed course to N. N. W. $\frac{1}{2}$ W. At 12:15 started fires in boilers 5 & 7. At 12:15 set fore & miz. topmast staysails & m. trysail. At 12:30 took in & furled all sail. At 3:10 sent down top gk & royal yards. Sun bent light sails. At 3:42 connected boilers 5 & 7. Aired bedding. Frederick Smith (boy) was detailed for duty in fire-room. At end of watch ship on course N. N. W. $\frac{1}{2}$ W. under steam alone, Wat log reading 83.6.

W. B. Hoggatt

Ensign U. S. N.

From 4 to 6 P.M.:

Hazy, pleasant weather. Light breeze from N. W. by N. Light N. W. by swell. On course N. N. W. $\frac{1}{2}$ W. under steam alone.

H. B. Seamy

Lieut. U. S. N.

From 6 to 8 P.M.:

Cloudy & hazy, moderate breeze from N. W. by N. Under steam alone, in six boilers, smooth sea, head wind.

B. D. Waelling

Lieut. U. S. N.

From 8 P.M. to Midnight:

Partly clear, pleasant. Mod. breeze from N. N. W. $\frac{1}{2}$ S. by N. At 8:15 started boiler No. 2 for distilling. On course N. N. W. $\frac{1}{2}$ W. Mod. increasing sea

Hugh Rodman

Ensign U. S. N.

W. B. Hoggatt

Ensign U. S. N.

Examined and found to be correct.

C. D. Galloway

Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3rd Rate,
At sea, making the passage from Aden to Suez, Egypt.

Hour.	Knots.	Tenths.	Reading of Patent Log.	'COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	55	36.5	n.n.w. 1/2 n.	N by N.	3			30.00	77	76	73	77	B. C.	cir cum.	3	S		
2	56	42.1	"	"	3			30.00	76	75	70	76	"	"	2	"		
3	59	48.0	"	"	3			30.00	76	75	70	76	"	"	2	"		
4	63	54.3	"	"	3			30.00	76	75	70	76	"	cum nim.	1	"		
5	67	61.0	"	"	2			29.99	76	75	70	76	B. C. Z.	Cum	1	"		
6	65	67.5	"	N. N. W.	2			29.98	76	75	70	75	"	"	1	"		
7	66	74.1	"	"	2			29.99	76	75	70	75	"	"	1	"		
8	65	80.6	"	"	2			30.00	76	74	70	75	"	"	1	"		
9	20 47	82.6 87.3	n. n. w.	"	2			30.01	76	74	69	75	B. C. Z.	Cum nimb	0	"		
10	62	93.5	"	"	2-3			30.01	76	75	68	75	"	"	0	"		
11	62	99.7	"	"	3			30.01	77	75	68	75	"	"	0	"		
Noon.	68	6.5	"	"	3			29.99	77	75	68	75	"	"	0	"		

Course and distance made good since preceding noon by observations, N. 33° W. 143 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 23° 08'	"
	Longitude by D. R.	E. 37° 01'	"
	Latitude by observations of ☉	N. 23° 04'	"
	Longitude by chronometer from Forenoon ^{P.M.} Observations of ☉	E. 37° 01'	"
Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	N. 23° 52'	"
	Longitude by <i>from P.M. observation.</i>	E. 36° 38'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head	0	"
Variation of the Compass by Amplitude ☉ observed at Sunset,	0	"
Variation of the Compass by Azimuth ☉ observed at	0	"
Variation of the Compass by Azimuth ☉ observed at	0	"

Water expended during the preceding 24 hours, 380 gallons.

Water *Distilled* during the preceding 24 hours, 700 "

Water remaining on hand fit for use at Noon, 1600 "

Coal consumed during the preceding 24 hours, 12 tons 340 lbs.

Coal remaining on hand at Noon, 118 " 1440 "

P. M.																			
1	16	8.1	N. N. W.	N. by N. 1/2 N.	N. by N.	3			29.97	78	75	68	75	G. O. Z.	cir.	2	S		
2	45	12.6	"	"	"	3			29.96	78	75	68	76	"	"	2	"		
3	62	18.8	"	"	"	3			29.96	77	75	68	75	"	"	2	"		
4	63	25.1	"	"	"	3			29.96	77	75	68	75	"	"	2	"		
5	62	31.3	"	"	"	3			29.96	77	75	68	75	"	"	2	"		
6	65	37.8	"	"	"	2			29.96	76	75	68	75	G. M.	none.	10	"		
7	32	41.0	N. N. W.	"	"	2			29.96	75	74	68	75	"	"	10	"		
8	36	44.6	"	"	"	1			29.97	75	74	68	76	"	"	10	"		
9	72	58.7	"	"	"	1			29.97	75	74	68	76	"	"	10	"		
10	39	61.7	N. N. W. 1/4 N.	N. N. W.	N. N. W.	1			29.97	76	75	69	76	G. Z.	"	10	"		
11	39	65.6	"	"	"	1			29.98	76	74	69	76	"	"	10	"		
Mid.	67	72.3	"	"	"	1			29.98	76	74	69	76	"	"	10	"		
	64	78.7	"	"	"	3			29.98	75	74	69	76	"	"	10	"		
	67	85.4	"	"	"	2			29.97	74	73	68	75	"	"	10	"		

under the command of

Commander, J. F. Jewell.

, U. S. Navy,

Sunday February 17th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Cloudy & pleasant. Gentle breeze from N. by N. Moderate swell from North. Obscured moonlight. At 1:30 started distiller - Under steam alone, with six boilers, steering course N. N. W. 1/2 W.

From 4 to 8 A.M.:

H. L. Feilding.

Lieut. U. S. N.

Cloudy, pleasant weather. Light breeze from N. by N. & N. N. W. Light swell from N. W. by N. Steaming a course S. S. W. 1/2 W. under steam alone. Passed a steamer standing to S.

B. A. Walling

From 8 A.M. to Meridian:

Lieut. U. S. N.

Overcast, hazy, pleasant weather; gentle breeze from N. by N. smooth sea. Mustered & inspected crew at quarters at 9:30. Steaming the course, S. S. W. By order of Comdg Officer, changed course to N. N. W. at 8:19. At 11:00 set clock back 4 mins.

From Meridian to 4 P.M.:

Hugh Goldman

Ensign U. S. N.

Clear & pleasant. Hazy horizon at beginning of watch. Gentle breeze from N. by N. Unbent topsails & foresail & sent them below. Rove of jib falls. At 12:15 changed course to N. by N. W.

From 4 to 6 P.M.:

M. M. Hoggatt

Ensign U. S. N.

Cloudless sky. Hazy. Light breeze from N. by N. Smooth sea. Steam alone. At 5:18 changed course to N. N. W. & log 41.8

From 6 to 8 P.M.:

H. L. Feilding.

Lieut. U. S. N.

Clear; hazy around horizon. Light air from N. by N. Sighted a steamer standing to S. Under steam alone on course N. N. W.

From 8 P.M. to Midnight:

B. A. Walling

Lieut. U. S. N.

Clear overhead, hazy around horizon, cool; light air & breeze from N. N. W. Steaming the course N. N. W. 1/2 W. At 8:16 by order of Comdg Officer changed course to N. N. W. 1/2 W.

Hugh Goldman

Ensign U. S. N.

Examined and found to be correct.

B. A. Walling

Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3 - Rate,
At sea making the passage from Aden to Suez, Egypt.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	66	92.0	S. N. $7\frac{1}{2}$ W.	N. $7\frac{1}{2}$ E.	2				29.95	73	73	67	72	B. z.	none.	10	D.	
2	65	98.5	"	"	2				29.95	73	73	67	72	"	"	10	"	
3	69	5.4	"	"	1				29.95	73	73	67	74	"	"	10	"	
4	71	17.5	"	S. N. W.	1				29.96	73	73	67	74	"	"	10	"	
5	76	19.5	"	"	1				29.96	73	73	67	74	"	"	10	"	
6	70	26.5	"	"	1				29.96	73	72	67	74	"	"	10	"	
7	75	34.0	"	"	2				29.99	73	72	67	74	B. c.	cum. strat.	8	"	
8	70	41.0	S. N. $7\frac{1}{2}$ W.	"	2				30.00	73	72	67	74	"	"	7	"	
9	67	47.7	"	"	2				30.02	73	72	64	73	"	"	8	"	
10	67	54.4	"	N. $7\frac{1}{2}$ E.	3				30.03	73	72	64	73	B. z.	none	10	"	
11	66	61.0	"	"	3				30.03	73	73	63	73	"	"	10	"	
Noon.	74	68.4	"	"	3				30.03	74	73	65	73	"	"	10	"	

Course and distance made good since preceding noon by observations, $N 78^{\circ} W$ 16.2 knots. tenths.

Position at Noon:	Latitude by D. R.	$N 25^{\circ} 26'$	"
	Longitude by D. R.	$E 35^{\circ} 36'$	"
	Latitude by observations of \odot	$N. 25^{\circ} 27'$	"
	Longitude by chronometer from Forenoon Observations of \odot ^{of Bessel's St. 79 m}	$E. 35^{\circ} 38'$	"
Position at 8 a. m.	Latitude by <i>Searings at 7 a. m.</i>	$N. 25^{\circ} 05'$	"
	Longitude by <i>do do</i>	$E. 35^{\circ} 54'$	"
Position at 8 P. M.	Latitude by <i>S. R.</i>	$N. 26^{\circ} 09'$	"
	Longitude by <i>P. M. observations</i>	$E. 35^{\circ} 06'$	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude \odot observed at Sunrise, ship's head " " "Variation of the Compass by Amplitude \odot observed at Sunset, " " "Variation of the Compass by Azimuth \odot observed at " " "Variation of the Compass by Azimuth \odot observed at 4:20 p.m. $N 29^{\circ} W$ $W 4^{\circ} 10'$ "

Water expended during the preceding 24 hours, 380 gallons.

Water *Distilled* during the preceding 24 hours, 1630 "

Water remaining on hand fit for use at Noon, 9850 "

Coal consumed during the preceding 24 hours, 18 tons 1840 lbs.

Coal remaining on hand at Noon, 106 " 200 "

P. M.																		
1	59	74.3	N. N. $7\frac{1}{2}$ W.	N. $7\frac{1}{2}$ E.	3	30.02	75	73	65	73	B. z.	none	10	D.				
2	58	80.1	"	"	3	30.01	75	73	66	73	"	"	10	"				
3	62	86.3	"	"	3	30.01	75	73	65	73	"	"	10	"				
4	63	92.6	"	"	3	30.01	73	72	63	73	"	"	10	"				
5	66	99.2	"	N. $7\frac{1}{2}$ E.	3	30.02	72	71	62	73	B. c.	cum strat.	4	"				
6	64	5.6	"	North	3	30.02	72	70	62	73	"	"	4	"				
7	61	11.7	"	N. by E.	2	30.03	72	70	62	73	"	cum	8	"				
8	59	17.6	"	"	2	30.05	75	70	62	73	"	"	8	"				
9	61	23.7	"	N. by W.	2	30.08	74	70	62	72	"	cum strat.	8	"				
10	62	29.9	"	N. N. W.	2	30.08	74	70	62	72	"	"	8	"				
11	64	36.3	"	"	2	30.08	72	71	60	72	"	"	6	"				
Mid.	60	42.3	"	N. W.	4	30.08	71	70	59	72	"	"	8	"				

under the command of

Commander J. F. Jewell, U. S. Navy,
Monday February 18th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Hazy & pleasant. Light airs & breeze from N.W. by N. to N.N.W. On course N.N.W. $\frac{1}{4}$ W under steam alone. Distilling

W.B. Hoggatt
Ensign U.S.N.

From 4 to 8 a.m.:

Clear overhead, Hazy until sunrise. Light airs to light breezes from N.N.W. Smooth sea. At 5:45 sighted Saedalus Light, bearing N.W. by W $\frac{3}{4}$ W. At 7:00 Saedalus Light bore S.W. by W $\frac{3}{4}$ W, distant 7.3 knots, when changed course to N.W. $\frac{1}{2}$ W. bar log reading 34.0. Under steam alone. Distilling

W. H. Gearing.

From 8 a.m. to Meridian:

Lieut. U.S.N.

Clear & pleasant. Light N.N.W. breezes first hour; rest of watch gentle breezes from N.W. by N. Had general quarters & divisional exercise at 9:30. Inspected magazine & shell room flood cocks, torpedo wires & gun cotton & found all in good condition. Stopped distilling at 10:05. Ship under steam alone, steering course N.W. $\frac{1}{2}$ W.

B. P. Walling

From Meridian to 4 p.m.:

Lieut. U.S.N.

Clear overhead, hazy around horizon; gentle breezes from N.N.W. Steaming course N.W. $\frac{1}{2}$ W.

From 4 to 6 p.m.:

High Rodman

Ensign U.S.N.

Partly clear; pleasant. Gentle breeze from N.W. to North. At 5:00 mustered crew at quarters.

From 6 to 8 p.m.:

W.B. Hoggatt
Ensign U.S.N.

Clear & cool. Light breezes from N. by E. Smooth sea. Steering course N.W. $\frac{1}{4}$ W. At 7:50 sighted Brothers Light from aloft, bearing about N.W.

W. H. Gearing.

From 8 p.m. to Midnight:

Lieut. U.S.N.

Clear, pleasant weather. Bright moonlight. Light breezes from N.W. by N. Shifting at 11:00 & freshening to moderate breezes from N.W. At 8:35 sighted Brothers Lt. Hc. from the deck: at 10:25 it bore S.W. by W $\frac{1}{4}$ W, distant 5.2 miles, & at 12:00 it bore South. Moon rose at 8:25. On course N.W. $\frac{1}{2}$ W. under steam alone

B. P. Walling
Lieut. U.S.N.

Examined and found to be correct.

C. H. Galloway
Lieut. & Navigator.

under the command of

Commander F. F. Jewell

, U. S. Navy,

Tuesday February 19th 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A. M.:

Clear & cool, fresh breeze from N. N. by N. Steaming into a head wind & sea, on the course N. N. $\frac{1}{2}$ N.

From 4 to 8 A. M.:

Clear, cool & squally. Mod. breeze from N. N. by N. Exchanged colors with a French steamer standing to the N. On course N. N. $\frac{1}{4}$ N. Mod. sea.

Hugh Rodman

Ensign U. S. N.

From 8 A. M. to Meridian:

Fair & cool. Moderate breeze from N. by N. Moderate sea. At 9:00 called all hands & sent down topsail & lower yards & housed topgallant masts. Steaming, course N. N. $\frac{1}{2}$ N. At end of watch, log read 93.3

M. Hoggatt

Ensign U. S. N.

From Meridian to 4 P. M.:

Clear & pleasant. Moderate breeze from N. N. shifting gradually to N. N. $\frac{1}{2}$ N. At 7 o'clock Peak Shadwan bore (p.c.) N. N. $\frac{1}{2}$ N.; Abu Ruwath S. N. $\frac{1}{2}$ N. Connected No. 2 boiler at 12:40. Changed course to N. N. $\frac{3}{4}$ N. at 12:10, to N. N. by N. at 3: to N. N. $\frac{1}{2}$ N. at 3:20 & to N. N. by N. at 3:56. Steaming under 7 boilers.

H. C. Graving

Lieut. U. S. N.

From 4 to 6 P. M.:

Clear & cool; moderate breeze from N. N. by N. Steaming the course under seven boilers. By order of Comdg Officer changed course at 5:00 to N. N. $\frac{1}{4}$ N. & at 5:38 to N. N. $\frac{3}{4}$ N. At end of watch Eastern point of Shadwan Id. bore (p.c.) S. E. $\frac{1}{2}$ S. & summit of Jubal Id. (p.c.) N. $\frac{1}{4}$ S. Ashurafi Lt. was sighted, bearing N. N. $\frac{3}{4}$ N., about 5:35

B. F. Wasing

Lieut. U. S. N.

From 6 to 8 P. M.:

Clear & cool. Mod. breeze from N. N. by N. At 7:34 changed course to N. N. $\frac{1}{2}$ N. & at 7:43 to N. N. by N. At 7:30 Ashurafi Lt. bore (p.c.) S. N. by N. $\frac{3}{4}$ N. distant 0.5 miles. ships head N. N. $\frac{1}{2}$ N. Mod sea. Passed a steamer standing to S. At end of watch Ashurafi Lt. bore (p.c.) S. S. E. Ships head N. N. by N.

Hugh Rodman

Ensign U. S. N.

From 8 P. M. to Midnight:

Clear & cool. Moderate, falling to a light breeze from N. N. by N. & S. N. Sea smoothing down. Moon rose at 9:20. Standing up the Gulf of Suez. Passed a number of steamers standing to the Southward. At 9:00 changed course to N. N. $\frac{3}{4}$ N. p. log 50, at 9:30 to N. N. $\frac{1}{2}$ N. p. log 53.3; at 10:31 to N. N. by N. p. log 60.5; & at 11:40 to N. N. $\frac{1}{2}$ N. p. log 68.9. At 11:20 sighted Ras Sharib Lt. bearing N. N. Ras Sharib Lt. bore N. N. $\frac{1}{2}$ N. at 12:00. Under steam alone, with seven (7) boilers.

M. Hoggatt

Ensign U. S. N.

H. C. Graving

Lieut. U. S. N.

Examined and found to be correct.

F. D. Gayway

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

Essex making the passage from Adea, & anchored in the harbor of Suva.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Lee-way.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				No. N. $\frac{1}{2}$ No.														
1	43	75.7	78.5	No. N. $\frac{1}{2}$ No.	N. N. by No.	3			30.08	65	64	58	67	b. c.	air strat.	5	D	
2	66	85.1		"	N. N. N.	3.5			30.06	65	64	59	65	b. c. g.	"	7	"	
3	66	91.7		"	"	3.6			30.05	65	64	59	65	"	"	8	"	
4	68	98.5		No. by N. $\frac{1}{2}$ No.	"	3.5			30.03	64	63	57	65	"	"	7	"	
5	69	105.4		"	"	3.4			30.05	64	63	56	63	b. c.	"	8	"	
6	68	112.2		"	N. by N.	3.4			30.07	63	62	53	62	"	air cum. str.	8	"	
7	69	119.1		"	"	3			30.08	62	62	57	62	"	"	8	"	
8	72	126.3		"	"	3			30.09	62	60	56	63	"	air cum.	8	"	
9	72	133.5		"	"	3			30.10	62	60	56	63	"	"	7	"	
10	75	141.0		"	"	3			30.11	62	60	56	63	"	"	7	"	
11	72	148.2		"	"	3			30.11	62	60	56	63	"	"	7	"	
Noon.	84	156.6		"	"	3			30.09	62	60	56	63	"	"	7	"	

Course and distance made good since preceding noon by observations, N. 34° W. 163 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 29° 29'	"
	Longitude by D. R.	E. 32° 43'	"
	Latitude by observations of ☉ Bearings	N. 29° 27'	"
	Longitude by chronometer from Forenoon Observations of ☉ Bearings	E. 32° 39'	"
Position at 8 a. m.	Latitude by Bearings	N. 29° 00'	"
	Longitude by Do.	E. 32° 51'	"
Position at 8 P. M.	Latitude by	"	"
	Longitude by	"	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 340 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2190 "

Coal consumed during the preceding 24 hours, 14 tons 360 lbs.

Coal remaining on hand at Noon, 79 " 1380 "

P. M.																		
1	75	64.1	N. by N. $\frac{1}{2}$ W.	N. by W.	2	30.05	63	60	56	63	b. c.	air cum.	7	D				
2	68	70.9	North.	"	2	30.05	62	60	55	63	"	"	7	"				
3	12	72.1	N. $\frac{1}{2}$ E.	"	2	30.03	63	62	55	63	"	"	7	"				
4	46	73.9	N. $\frac{1}{4}$ E.	"	2	30.02	63	62	55	63	"	"	6	"				
5	52	76.0	Various	N. by E.	2	30.02	63	62	55	63	"	"	6	"				
6	85.2		No. N. E.	North.	3	30.02	64	63	57		"	"	4	"				
7			N. by W.	N. by W.	3	30.03	62	61	55		"	"	6	"				
8			"	"	4	30.03	62	61	56	b. c. z.	"	"	4	"				
9			"	"	4	30.04	61	60	55	"	"	"	4	"				
10			N. N. W.	"	3	30.05	60	59	55	b. c.	"	"	5	"				
11			N. by W.	"	2	30.05	60	59	55	"	"	"	5	"				
11			North.	"	2	30.05	60	58	55	"	"	"	6	"				
Mid.			N. E. by No.	N. N. E.	2	30.04	60	58	54	"	"	"	6	"				

under the command of

Commander J. F. Jewell

, U. S. Navy,

Wednesday February 20th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear, pleasant weather. Gentle breeze from N.W. by N. Gentle breeze with moderate to fresh squalls from N.W. At 12:35 changed course to N.W. $N\frac{1}{2}W$. At 1:53 Ras Tharib Lt. Ho. bore S.W. by $N\frac{1}{2}W$. Passed two steamers standing to S. At 3:00 Ras Tharib Lt. Ho. bore South, & changed course to N. by $N\frac{1}{2}W$. Bright moonlight. Under steam alone, (7 boilers)

B. A. Wadding

From 4 to 8 A.M.:

Lieut. U. S. N.

Clear & cool; gentle breeze from N.E. & N.W., smooth sea. Steaming up Gulf of Suez under seven boilers, into a head wind. High land on both sides. Lost sight of Ras Tharib light at 4:15. Sighted seven steamers, six standing to the S. & one to the N.

From 8 A.M. to Meridian:

Hugh Rodman

Ensign U. S. N.

Clear & pleasant. Gentle breeze from N.W. At noon Barrow Hill bore (p.e.) N.E. by E.; Hammam Peak S.E. $\frac{1}{4}$ S. Steaming under seven boilers on course N. by $N\frac{1}{2}W$. Set clock back six minutes

From Meridian to 4 P.M.:

W. H. Haggatt

Ensign U. S. N.

Clear & pleasant. Light breeze from N. by N. first three hours, shifting to N. by E. Last hour. At 7:37 called all hands & sent up topgallant masts, lower & topsail yards. Steaming up Gulf of Suez, & changed course as follows: At 1:15 to North; at 2:10 to $N\frac{1}{2}E$. & at 2:30, S. $\frac{1}{4}E$. At 3:37 called all hands bring ship to anchor. At 3:45 hauled in pat. log, reading 85.7. Ahead of watch standing in to the entrance of the Suez Canal.

From 4 to 6 P.M.:

W. H. Haggatt

Lieut. U. S. N.

Clear & pleasant. Gentle breeze from North & N.W. Standing for entrance to Suez Canal: at 4:30 came to with port anchor, in 4 fathoms, veering to 15 fms. chain. Health officer came alongside & directed ship into quarantine for twenty-four (24) hours, bills of health from ports left, not being on board. At 5:05 hove up port anchor & stood down for quarantine ground, coming to at 5:25 in 10 fms. veering to 30 fms. port chain. Bearings first anchorage: Breakwater E. $\frac{1}{2}$ N.; Light Ship South; 2nd anchorage Light Ship S. by $N\frac{1}{2}W$, Breakwater N.E. $\frac{1}{2}$ N. Draft fore 13 feet, 4 inches; aft 15 feet, 6 inches. Banked fires

From 6 to 8 P.M.:

B. A. Wadding

Lieut. U. S. N.

Cloudy & cool, moderate breeze with occasional puffs from N. by N.

From 8 P.M. to Midnight:

Hugh Rodman

Ensign U. S. N.

Partly clear; cool. Light to gentle breeze from N. by N. to N.W. & E.

W. H. Haggatt

Ensign U. S. N.

Examined and found to be correct.

C. D. Gallaway

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex 3^d, 1 Rate,
At anchor in the harbor of Suez Egypt.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				Ship's Head														
1				N. N. E.	N. N. E.	2			30.09	59	57	54		b.c.	cir. cum.	8	D.	
2				"	"	2			30.07	59	57	54		"	"	8	"	
3				N. E.	E. N. E.	2			30.07	57	57	54		"	"	8	"	
4				N. N. E.	"	1			30.07	55	57	53		b.	None	10	"	
5				E. N. E.	Calm.	0			30.05	55	55	53		b.c.	cir. cum.	9	"	
6				"	"	0			30.06	56	56	54		"	"	9	"	
7				N. N. by N.	N. N. W.	2			30.08	56	56	52		"	"	9	"	
8				N. by N.	West	2			30.10	57	56	52		"	"	9	"	
9				N. by S.	"	1			30.11	58	56	53		"	"	9	"	
10					"	0-1			30.13	59	58	54		"	"	8	"	
11				S. E. by S.	S. E.	1			30.13	61	59	54		"	"	8	"	
Noon.				E. S. E.	E. S. E.	1			30.12	63	60	55		"	"	8	"	

Course and distance made good since preceding noon by observations,

North 30 knots. tenths.

Position at Noon: { Latitude by D. R. " " "
Longitude by D. R. " " "
Latitude by observations of ☉ " " "
Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. { Latitude by " " "
Longitude by " " "

Position at 8 P. M. { Latitude by " " "
Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 320 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1870 "

Coal consumed during the preceding 24 hours, 4 tons 260 lbs.

Coal remaining on hand at Noon, 75 " 1120 "

P. M.																		
1				S. E.	E. S. E.	2			30.11	64	61	56	b.c.	cir. cum.	7	D.		
2				"	"	2			30.10	65	62	56	"	"	7	"		
3				S. W.	S. E.	1			30.09	67	64	57	"	"	7	"		
4				S. E.	S. E. by S.	1			30.09	67	64	57	"	"	7	"		
5				S. by E.	"	1			30.09	65	64	57	"	"	7	"		
6				S. S. E.	South.	2			30.10	65	64	57	"	"	7	"		
7				"	"	2			30.10	64	65	58	b.	none	10	"		
8				S. E. by S.	S. S. E.	2			30.11	64	64	58	"	"	10	"		
9				East	East.	2			30.10	63	62	56	"	"	10	"		
10				E. by S.	"	2			30.11	62	60	55	"	"	10	"		
11				"	"	1			30.12	60	59	56	"	"	10	"		
Mid.				E. S. E.	"	1			30.12	60	59	56	"	"	10	"		

under the command of

Commander J. F. Jewell

, U. S. Navy,

Thursday February 21st, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A.M.:

Clear & cool. Light breeze & airs from N.W.E. & E.N.E.

From 4 to 8 A.M.:

Clear & cool. Calm first two hours; light breeze from N.W.W. to West remainder of watch.

H. L. Seaming,

Lieut. U.S.N.

From 8 A.M. to Meridian:

Clear & pleasant. Calms & light airs from West first two hours, light airs from S.E. third hour & from E.S.E. last hour. At 9:30 mustered at quarters for inspection and drill. Drilled 1st 2nd & 3^d Divisions at single sticks & Powder Division at stations.

B. A. Wallace,

Lieut. U.S.N.

From Meridian to 4 P.M.:

Clear & pleasant. Light airs & breezes from S.E. & E.S.E. At 7:30 got under way & anchored at 3:10 with port anchor in 6 fms. water; 30 fms. chain out. Bearings at anchorage: Light house (S.E.) North, Breakwater E. by S. Hauled fires in Nos 5 & 7 boilers at 3:30 on account of leak in No. 5 at 4: hauled fires from Nos 1, 3, 6 & 8.

W. H. Rodman,

Ensign U.S.N.

From 4 to 8 P.M.:

Clear & pleasant. Light airs & breezes from S.E. by S. to South. Received an official visit from the U.S. Commercial Agents to the Port of Suez. First Lieutenant R. S. Mainwright U.S.M.C. & Naval cadets W. H. McMillan, A. H. Scales, F. M. Russell & C. E. Hudson U.S.N. left the ship on leave of absence of five days. At sunset crossed to gall's yards.

M. D. Hoggatt,

Ensign U.S.N.

From 8 P.M. to Midnight:

Clear & cool; light Ely breeze & airs. Started distilling at 8:15. Moon rose at 11:50.

H. L. Seaming,

Lieut. U.S.N.

W. H. Rodman,

Ensign U.S.N.

Examined and found to be correct.

C. A. Galloway

Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At anchor in the harbor of Suez, Egypt.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>Ship's Head</i>													
1				<i>S. E.</i>	<i>N. E.</i>	<i>1</i>			<i>30.11</i>	<i>60</i>	<i>59</i>	<i>55</i>	<i>b.</i>	<i>none</i>	<i>10</i>	<i>S.</i>	
2				<i>"</i>	<i>"</i>	<i>1</i>			<i>30.10</i>	<i>60</i>	<i>59</i>	<i>54</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	
3				<i>"</i>	<i>E. S. E.</i>	<i>1</i>			<i>30.10</i>	<i>59</i>	<i>58</i>	<i>53</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	
4				<i>"</i>	<i>"</i>	<i>1</i>			<i>30.09</i>	<i>59</i>	<i>58</i>	<i>53</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	
5				<i>"</i>	<i>"</i>	<i>1</i>			<i>30.10</i>	<i>58</i>	<i>58</i>	<i>54</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	
6				<i>E. S. E.</i>	<i>N. E.</i>	<i>2</i>			<i>30.12</i>	<i>58</i>	<i>58</i>	<i>54</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	
7				<i>East</i>	<i>E. S. E.</i>	<i>2</i>			<i>30.13</i>	<i>58</i>	<i>57</i>	<i>53</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	
8				<i>E. by S.</i>	<i>"</i>	<i>2</i>			<i>30.13</i>	<i>59</i>	<i>58</i>	<i>54</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	
9				<i>E. S. E.</i>	<i>N. E.</i>	<i>1</i>			<i>30.14</i>	<i>61</i>	<i>60</i>	<i>54</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	
10				<i>"</i>	<i>South.</i>	<i>1</i>			<i>30.15</i>	<i>64</i>	<i>63</i>	<i>58</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	
11				<i>"</i>	<i>N. S. W.</i>	<i>1</i>			<i>30.15</i>	<i>66</i>	<i>65</i>	<i>59</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	
Noon.				<i>"</i>	<i>"</i>	<i>2</i>			<i>30.15</i>	<i>67</i>	<i>65</i>	<i>59</i>	<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"

Position at 8 a. m.	Latitude by	0	'	"
	Longitude by	0	'	"

Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

4400 gallons.

Water Distilled during the preceding 24 hours,

730 "

Water remaining on hand fit for use at Noon,

2200 "

Coal consumed during the preceding 24 hours,

3 tons 520 lbs.

Coal remaining on hand at Noon,

73 " 600 "

P. M.																		
1				S. S. W.	S. W.	1			30.13	68	65	59	b.	none	10	S		
2				S. W. by S.	"	1			30.11	68	66	59	"	"	"	"		
3				"	Calm	0			30.09	69	67	59	"	"	"	"		
4				S. W.	"	0			30.08	71	69	60	"	"	"	"		
5				S. W. by W.	"	0			30.08	71	71	64	"	"	"	"		
6				W. by S.	"	0			30.07	69	69	62	"	"	"	"		
7				N. W.	"	0			30.07	68	68	63	"	"	"	"		
8				N. N. W.	"	0			30.08	67	67	62	"	"	"	"		
9				North	"	0			30.09	66	67	61	"	"	"	"		
10				N. E.	N. E.	1			30.08	65	65	59	"	"	"	"		
11				East	"	1			30.08	63	63	58	"	"	"	"		
Mid.				"	"	1			30.07	62	62	57	"	"	"	"		

under the command of

Commander J. F. Jewell
Friday February 22nd, 1889.
U. S. Navy,

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Distilling.

Clear & cool. Light airs from N.E. to E.S.E.

From 4 to 8 A.M.:

M. Haggatt

Ensign U. S. N.

Clear & pleasant. Light airs & breeze from E.S.E.
Cleaned the fore bilges. At sunrise full-dressed ship in honor of the birthday of Washington. Received an official visit of courtesy from an officer of the English Troop-ship "Euphrates", & sent an officer to return it. At 8:00 the "Euphrates" joined this ship in dressing ship.

From 8 A.M. to Meridian:

H. H. Haggatt

Lieut. U. S. N.

Clear pleasant weather. Light airs from S.E. & South. Light airs & breeze from N.S.W.

From Meridian to 4 P.M.:

B. H. Walling

Lieut. U. S. N.

Clear & warm; light airs from S.W. first part, calm last part. Diver from shore at work on main injection valve outside.

From 4 to 8 P.M.:

H. H. Haggatt

Ensign U. S. N.

Clear & calm. The diver from shore finished at 6:45. Repaired main injection valve. Distilling.

From 8 P.M. to Midnight:

M. Haggatt

Ensign U. S. N.

Calm.

Clear & pleasant weather. Light airs from N.E. & S.

B. H. Walling

Lieut. U. S. N.

Examined and found to be correct.

E. D. Gallagher
Lieut. & Navigator.

At anchor in the harbor of Suez, Egypt.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Haul.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>Ship Head</i>													
1				<i>E. N. E.</i>	<i>N. by E.</i>	<i>2</i>			<i>30.07</i>	<i>61</i>	<i>60</i>	<i>57</i>		<i>G.</i>	<i>None</i>	<i>10</i>	<i>S.</i>
2						<i>2</i>			<i>30.07</i>	<i>59</i>	<i>58</i>	<i>52</i>		"	"	<i>10</i>	"
3				<i>N. N. E.</i>		<i>3</i>			<i>30.05</i>	<i>57</i>	<i>56</i>	<i>52</i>		"	"	<i>10</i>	"
4				<i>North</i>		<i>2</i>			<i>30.03</i>	<i>56</i>	<i>55</i>	<i>51</i>		"	"	<i>10</i>	"
5						<i>1</i>			<i>30.02</i>	<i>57</i>	<i>56</i>	<i>52</i>		"	"	<i>10</i>	"
6				<i>N. N. E.</i>	<i>E. N. E.</i>	<i>1</i>			<i>30.01</i>	<i>57</i>	<i>57</i>	<i>53</i>		"	"	<i>10</i>	"
7						<i>1</i>			<i>30.02</i>	<i>56</i>	<i>54</i>	<i>52</i>		<i>G. c.</i>	<i>Cir. str.</i>	<i>9</i>	"
8						<i>1</i>			<i>30.04</i>	<i>58</i>	<i>55</i>	<i>51</i>		"	"	<i>9</i>	"
9				<i>North.</i>	<i>N. N. W.</i>	<i>1</i>			<i>30.06</i>	<i>58</i>	<i>56</i>	<i>51</i>		"	"	<i>9</i>	"
10				<i>N. N. W.</i>	<i>Calm</i>	<i>0</i>			<i>30.07</i>	<i>59</i>	<i>57</i>	<i>53</i>		"	"	<i>8</i>	"
11				<i>N. by E.</i>		<i>0</i>			<i>30.07</i>	<i>61</i>	<i>57</i>	<i>52</i>		"	"	<i>6</i>	"
Noon.				<i>S. S. E.</i>		<i>0</i>			<i>30.05</i>	<i>64</i>	<i>53</i>	<i>58</i>		"	"	<i>6</i>	"

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "

{ Longitude by D. R. " " "

{ Latitude by observations of ☉ " " "

{ Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. { Latitude by " " "

{ Longitude by " " "

Position at 8 P. M. { Latitude by " " "

{ Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

950 "

Water remaining on hand fit for use at Noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons 9030 lbs.

Coal remaining on hand at Noon,

70 " 810 "

P. M.																		
1	.	S. S. E.	South	1		30.03	65	64	58	G. c.	Cir. cum.	4	S.					
2		.	S. S. E.	2		30.00	68	67	60	"	"	2	.					
3		.	.	2		30.00	69	67	60	"	"	3	.					
4		.	.	2		30.00	69	68	61	"	"	5	.					
5		S. by N.	Calm	0		29.99	69	68	60	"	Cir. cum.	6	.					
6		S. N. by S.	N. S. W.	1		29.99	69	68	58	"	"	8	.					
7		S. W.	"	1		30.00	68	68	58	"	Str.	9	.					
8		.	Calm	0		30.01	65	67	58	"	"	9	.					
9		East	E. by S.	1		30.01	65	65	59	G.	none	10	.					
10		N. by E.	"	1		30.01	65	64	59	"	"	10	"					
11		North	E. by N.	1		30.01	65	64	59	"	"	10	"					
Mid.		E. by N.	"	1		30.01	62	61	57	"	"	10	"					

under the command of

Commander J. F. Jewell

, U. S. Navy,

Saturday February 23, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 a.m.:

Clear & cool; light breeze from N by E.

From 4 to 8 a.m.:

Hugh Rodman

Ensign U. S. N.

Clear & pleasant. Light airs from N by E to E. N. E. Rice & issued to crew, 110 lbs each of fresh beef & vegetables & 88 lbs fresh bread. Began painting the outside of ship. Distilling.

From 8 a.m. to Meridian:

M. Hoggatt

Ensign U. S. N.

Clear & pleasant. Light airs from N. N. W. the first hour & calm the rest of the watch. Sent an officer to the Egyptian Light House Tender "A. D. A." to offer thanks for the courtesy of joining this ship in "dressing ship" yesterday. Painted the outside of the ship. Distilling.

From Meridian to 4 P.M.:

H. H. Manning

Lieut. U. S. N.

Partly clouded but pleasant weather. Light airs from South; light breezes from S. S. E.

From 4 to 8 P.M.:

B. A. Walling

Lieut. U. S. N.

Clear & pleasant, light airs from N. S. W. & calms.

From 8 P.M. to Midnight:

Hugh Rodman

Ensign U. S. N.

Cloudless, cool & pleasant. Light airs from E by S. & E. by N. At 9:30 stopped the distiller, tanks being full.

H. H. Manning
Lieut. U. S. N.

Examined and found to be correct.

L. P. Calloway
Lieut. & Navigator.

under the command of

Commander T. F. Jewell

, U. S. Navy,

Sunday February 24th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear cool weather. Light airs from N.N.E., & calms. C. V. Haline (sea) & S. Carlberg (sea) & L. S. Elys (sea) returned on board about 1:00, not having returned as part of gig's crew.

From 4 to 8 A.M.:

B. A. Walling

Lieut. U. S. N.

Clear & pleasant; light airs from N.N.E. to North. An Italian gunboat left her anchorage & headed in for the canal at 7:35. Received on board in Pay Dept. 110 lbs fresh beef, 110 lbs vegetables & 88 lbs fresh bread.

From 8 A.M. to Meridian:

Knight Rodman

Ensign U. S. N.

Clear & warm. Calm. At 9:40 the Comdg Officer inspected ship with crew at quarters. By order of Comdg Officer, A. de Silva was placed in double irons until further orders.

From Meridian to 4 P.M.:

W. H. Hoggatt

Ensign U. S. N.

Cloudless & pleasant. Light airs from South the first 3 hours, & last hour from N.E.

From 4 to 8 P.M.:

H. H. Hoggatt

Lieut. U. S. N.

Clear & pleasant weather. Light airs & breezes from N.N.E. Made preparations for going through the Suez Canal.

From 8 P.M. to Midnight:

B. A. Walling

Lieut. U. S. N.

Clear & cool. Mod. breeze from N. by E.

W. H. Hoggatt

Ensign U. S. N.

C. P. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Making passage through Suez Canal, to Port Said, Egypt.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				North	North	4			30.14	63	62	59		b.c.	cir. cum.	8	8	S
2				N. N. W.	"	4			30.15	63	62	59		"	"	7	"	"
3				"	"	4			30.15	63	62	59		"	cum.	8	"	"
4				"	"	3			30.15	62	61	57		"	cir cum.	8	"	"
5				"	N. N. W.	3			30.16	61	60	57		"	"	6	"	"
6				"	"	3			30.17	61	60	58		"	"	7	"	"
7				North	North	2			30.19	61	60	58		"	"	7	"	"
8				"	"	2			30.20	61	60	58		"	cir cum stras.	3	"	"
9				"	"	2			30.20	63	61	58		"	"	4	"	"
10				"	"	2			30.20	64	62	58		"	"	5	"	"
11				"	N. N. E.	2			30.20	65	64	59		"	"	6	"	"
Noon.				"	"	2			30.19	66	65	58		"	"	7	"	"

Course and distance made good since preceding noon by observations, Suez Canal 39 knots. 4 tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"

Position at 8 a. m.	Latitude by	0	'	"
	Longitude by	0	'	"

Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 7400 "

Coal consumed during the preceding 24 hours, 4 tons 850 lbs.

Coal remaining on hand at Noon, 64 " 1660 "

P. M.																			
1				North	N. N. E.	2			30.17	68	67	60	b.c.	cir cum stratus	7	8			
2				N. N. W.	N. N. W.	2			30.15	69	67	60	"	"	7	"			
3				N. N. by N.	"	2			30.13	68	67	60	"	"	7	"			
4				N. N. W.	"	2			30.12	68	66	60	"	"	7	"			
5				North	"	2			30.13	70	69	61	"	cir cum.	8	"			
6				"	N. N. E.	2			30.14	68	68	60	"	"	9	"			
7				"	"	2			30.14	66	66	60	"	"	8	"			
8				"	"	2			30.15	65	65	60	"	"	8	"			
9				"	N. E.	2			30.14	63	63	59	b.c.m.	cir stras.	8	"			
10				"	"	2			30.14	62	62	58	"	"	8	"			
11				"	"	2			30.13	62	62	58	"	"	8	"			
Mid.				"	"	2			30.12	61	61	57	"	"	8	"			

under the command of

Commander T. F. Jewell
Monday February 25th, 1889.
U. S. Navy,

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced & until 4 A.M.:

Clear & cool. Moderate, falling last hour to a gentle breeze from North. At 1:25 started fires in boilers Nos. 1, 3, 5, 6, 7 & 8.

From 4 to 8 A.M.:

Cloudy, pleasant weather. Light breeze from North. Gentle breeze from N.W. At 5:10 boiler No. 5 began leaking badly; hauled fires under boilers 5 & 7. At 7:00 called up anchor & stood in to Canal, entering at 7:35. Ship under conn of Canal Company's pilot. At 8:00 abreast, port 85.0. Ship's draft fwd. 13' 3" aft. 15' 5"

W. H. Kearney

Lieut. U.S.N.

P. A. Warring

Lieut. U.S.N.

From 8 A.M. to Meridian:

Cloudy to clear; light breeze from North to N.W.E. Steaming through Suez Canal, Pilot at conn. At 8:35 stopped & tied up at station 152 (the first lock of Suez) & started ahead at 10:03. At 11:50 tied up at station 133 (the third from Suez), in each case to allow steamers to pass. Mustered & inspected crew at quarters at 9:30. Examined dry gun-cotton & electrical connections & found them in good condition.

Hugh W. Rodman
Ensign U.S.N.

From Meridian to 4 P.M.:

Clear & pleasant. Light breeze from N.E. to N.W. At 1:17 got under way & stood on through the canal with the pilot at the conn. At end of watch 5 miles distant from northern light house in Great Bitter Lake.

M. J. Hoggatt

Ensign U.S.N.

From 4 to 6 P.M.:

Clear & pleasant. Light breeze from N.W. to N.W.E. Stood through Great Bitter Lake & at 5:05 tied up for the night at Foussoum Bars. Banked fires. At sunset exhibited the lights required by Canal Regulations.

W. H. Kearney

Lieut. U.S.N.

From 6 to 8 P.M.:

Clear, pleasant weather. Light breeze from N.W. to N.W.E. Tied up for night. Fires banked

P. A. Warring

Lieut. U.S.N.

From 8 P.M. to Midnight:

Clear & cool; light breeze from N.E.; heavy dew. Tended morning lines for passing steamer at 11:45

Hugh W. Rodman
Ensign U.S.N.

Examined and found to be correct.

E. D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Making the passage through the Suez Canal, anchored at Port Said.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				North	N.E.	1			30.10	60	60	57		b.	none	10	D.	
2				"	"	1			30.10	58	58	55		"	"	10	"	
3				"	Calm	0			30.08	57	57	55		b.c.	cum.	9	"	
4				"	N. N. W.	1			30.07	57	57	55		"	"	8	"	
5				"	"	1			30.07	57	57	55		"	"	8	"	
6				"	"	1			30.08	56	55	53		"	"	8	"	
7				N. W. by N.	"	2			30.09	55	53	54		b.	none	10	"	
8				"	N. W.	1			30.10	56	54	53		"	"	10	"	
9				"	South	1			30.12	59	57	55		b.c.	cir strab.	9	"	
10				"	"	1			30.13	61	60	57		"	"	9	"	
11				"	"	1			30.14	63	67	58		"	"	8	"	
Noon.				"	"	1			30.12	66	64	59		"	cir cum.	6	"	

Course and distance made good since preceding noon by observations, Suez Canal 47 knots. 6 tenths.

Position at Noon:	Latitude by D. R.	°	'	"
	Longitude by D. R.	°	'	"
	Latitude by observations of ☉	°	'	"
	Longitude by chronometer from Forenoon Observations of ☉	°	'	"
Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"
Position at 8 P. M.	Latitude by	°	'	"
	Longitude by	°	'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " ° ' "

Variation of the Compass by Azimuth ☉ observed at " ° ' "

Variation of the Compass by Azimuth ☉ observed at " ° ' "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 7070 "

Coal consumed during the preceding 24 hours, 5 tons 270 lbs.

Coal remaining on hand at Noon, 59 " 1890 "

P. M.																		
1				North	N. S. W.	2			30.11	69	69	59		b.c.	cir. str.	7		D
2				"	"	2			30.09	71	69	60		"	"	7		"
3				"	West.	3			30.08	73	72	67		"	"	8		"
4				"	"	3			30.08	74	72	64		"	"	8		"
5				S. E. by E.	"	2			30.07	73	72	64		"	cir cum.	4		"
6				"	North	1			30.06	71	70	65		"	"	4		"
7				"	"	1			30.06	69	69	64		"	"	3		"
8				"	"	1			30.07	69	68	64		"	"	7		"
9				"	Calm.	0			30.07	68	68	63		"	"	7		"
10				"	"	0			30.07	67	67	63		"	"	7		"
11				"	S. S. E.	1			30.07	66	66	62		"	"	7		"
Mid.				"	"	1			30.07	66	66	62		"	"	7		"

under the command of

Commander J. F. Jewell

, U. S. Navy,

Tuesday February 26th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 a.m.:

Clear & cool. Calm, & light air from N. E. to N. N. E.

Steamer passed to *M^s* at 12:30

From 4 to 8 a.m.:

M. B. Hoggatt

Ensign U. S. N.

Clear & pleasant. Light air & breeze from N. E. to N. W.

During first part three steamers, running by the electric light, passed. At 5:30 spread fires. At 6:12 got under way, the last of a train of four ships, among them the P. & O. Steamer "Rosetta". Slowed down in Lake Timsali off Semaila, & changed pilots at 7:15. First Lieutenant Hamwright, U. S. M. C. & Naval Cadets McMullan, Deales, Russell & Hudson returned from leave. At 8:00 ship was 38.5 miles from Port Said.

From 8 a.m. to Meridian:

H. E. Gearing

Lieut. U. S. N.

Clear, pleasant weather. Light air from South.

Standing through Suez Canal under conn of Canal Company's Pilot. At 8:40 tied up at Ferdane Bars. Got under way again at 9:15. At 9:30 mustered at quarters. At 12 abreast distance port 22.2

From Meridian to 4 P. M.:

B. H. Waring

Lieut. U. S. N.

Clear & warm; light breeze from N. E. to West. Steaming from second station through Suez Canal into Port Said where the ship anchor was let go at 3:50 in 5 fms. of water, & veered to 20 fms. Received official visits from officers from an Italian & English gun boat, & from the U. S. Consul. Draft of ship 13' 2" fore; 15' 4" aft.

From 4 to 8 P. M.:

August Rodman

Ensign U. S. N.

Generally cloudy. Light air & breeze from West to North.

Received official visits from officers from an Egyptian & the French man-of-war "Vauban" in harbor. Banked fires in boilers 1, 2, 3, 6 & 8 at 4:45. Began distilling at 6:00 P. M.:

From 8 P. M. to Midnight

M. B. Hoggatt

Ensign U. S. N.

Fair & pleasant. Calm first half. Light air from

S. S. E. last half. Distilling.

W. F. McMullan

Naval Cadet U. S. N.

Examined and found to be correct.

E. D. Galloway

Lieut. & Navigator.

under the command of

Commander J. F. Jewell
February 27th

, U. S. Navy,
1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences $\frac{1}{2}$ until 4 A.M.:

Clear, cool, & pleasant. Light air & breeze from S.S.E. & South. Distilling

From 4 to 8 A.M.:

Fair, pleasant weather. Light breeze from South & S.S.W. Distilling

W. H. Waring,
Lieut. U.S.N.

From 8 A.M. to Meridian:

Clear & pleasant; light air & breeze from S.S.W. Mustered & inspected crew at quarters; examined magazines & shell room float cocks & found them in good condition. The Comdg Officer of an English gun boat, paid an official visit to this ship, & the Comdg Officer of this ship made official visits to the Italian, English, French & Egyptian men-of-war in port. Started coaling ship at 11:00, & stopped distilling at 11:15. Discharged from this vessel & the U.S. Naval service at his own request, Abraham N. De Silva (N.R.C.)

B. G. Waring,
Lieut. U.S.N.

From Meridian to 4 P.M.:

Partly clear, hazy. Light to gentle breeze from S.W. to S. Finished coaling at 2:40. Received in all 70 tons. Ocean Merthurs coal. The Comdg Officer of the Italian man-of-war Andrea Doria paid an official visit to the Comdg Officer; also the Comdg Officer of the Egyptian man-of-war Soula.

Hugh Rodman,
Ensign U.S.N.

From 4 to 8 P.M.:

Clear & pleasant. Light air & breeze shifting gradually from S.W. to South. Comdg Officer of the French man-of-war Vaucluse paid an official visit to the Comdg Officer of this ship.

M. B. Haggatt,
Ensign U.S.N.

From 8 P.M. to Midnight:

Clear & pleasant; light breeze from South.

W. H. Millan,
Naval Cadet U.S.N.

Hugh Rodman,
Ensign U.S.N.

Examined and found to be correct.

E. D. Galloway,
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3, Rate,
Moored in the Harbor of Port Said, & making the passage to Malta.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				Ship's Head.														
1				S. E. by E.	South.	2			30.06	67	67	59	b.c.	air cum	4	0		
2				"	"	3			30.05	67	66	58	"	"	5	"		
3				"	"	3			30.04	67	66	59	"	"	5	"		
4				"	"	3			30.02	66	65	57	"	"	4	"		
5				"	"	3			30.02	65	65	57	"	air cum strat	2	"		
6				"	"	3			30.02	67	66	58	"	"	2	"		
7				"	"	3			30.02	66	65	58	"	"	3	"		
8				"	"	2			30.01	66	65	58	"	"	3	"		
9				"	"	2			30.05	69	68	59	"	"	4	"		
10				"	"	2			30.05	72	71	61	"	"	4	"		
11				"	"	2			30.05	75	74	64	"	air cum	2	"		
Noon.				"	S. W.	2			30.05	75	74	67	"	"	2	"		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 ' "

 { Longitude by D. R. 0 ' "

 { Latitude by observations of ☉ 0 ' "

 { Longitude by chronometer from Forenoon Observations of ☉ 0 ' "

Position at 8 a. m. { Latitude by 0 ' "

 { Longitude by 0 ' "

Position at 8 P. M. { Latitude by 0 ' "

 { Longitude by 0 ' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2650 "

Coal consumed during the preceding 24 hours,

1 tons 1220 lbs.

Coal remaining on hand at Noon,

124 " 2160 "

P. M.																		
1				S. E. by E.	S. W.	2			30.02	75	75	67		b.c.	air cum	2	0	
2				"	"	2			30.01	80	79	68		"	"	2	"	
3				"	"	2			29.99	81	79	69		"	"	2	"	
4			55.2	Courses Steered.	"	2			29.97	80	79	70		"	"	3	"	
5	0	7	55.9	No. W. by No.	"	2			29.96	79	78	69		b.c. 3.	"	3	"	
6	2	8	56.7	No. W. by No.	"	3			29.95	76	75	64		"	"	2	"	
7	3	2	54.7	No. W.	"	3			29.96	75	73	64		"	"	4	"	
8	6	8	3.7	"	S. S. W.	3			29.95	73	72	63		"	"	4	"	
9	1	8	10.8	No. W. by N. 1/2 W.	"	3			29.94	73	72	64		"	"	3	"	
10	7	0	18.8	"	N. W. W.	2			29.92	72	70	63		"	"	5	"	
11	6	9	25.7	"	N. O. W.	2			29.91	72	70	63		"	"	5	"	
Mid.	7	5	33.2	"	S. W. by S.	3			29.89	70	68	63		"	"	5	"	
	8	5	41.7	"	S. by W.	3								"	"			

under the command of

Commander J. F. Jewell.

, U. S. Navy,

Thursday February 28th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 A.M.:

Clear, pleasant weather. Light to gentle breeze from South. A fire broke out ashore at 7. Distilling.

From 4 to 8 A.M.:

Cloudy & pleasant. Gentle breeze from South. Recd & issued to crew 100 lbs each of fresh beef & vegetables & 88 lbs. fresh bread.

B. F. Warring
Lieut. U. S. N.

From 8 A.M. to Meridian:

Fair & pleasant. Light breeze from South shifting to S.W. in last hour. Bent topsails & foresail at 8:45. Bent topgallant sails & crossed topgallant yards at 11:10. Exercised 1st, 2nd, & 3rd Divs. at great guns; Powder Dis. at stations & Manoeuvres in Manual of Arms.

M. Hoggatt
Ensign U. S. N.

From Meridian to 4 P.M.:

Cloudy & sultry. Light breeze from S.W. Received in the Paymaster's Leth 1000 pounds sterling in gold coins. At 3:10 went to quarters for muster, & secured the battery for sea. Secured boats for sea, and prepared to get under way. At 3:10 the Canal pilot came on board. By order of the Comdg Officer placed S. J. Ellis (sea) in double irons, under sentry charge, the latter being under the influence of liquor. Draft of ship 14 ft fore; 16 ft aft.

W. H. Milligan
Master Cadet U. S. N.

From 4 to 6 P.M.:

Cloudy & hazy weather. Light to gentle breeze from S.W. At 4:05 called "Up anchor" got under way & stood out under command of Canal Pilot. At 4:15 at anchor back 10 minutes. At 4:20 stopped & discharged pilot. At 4:45 went ahead & at 4:55 rounded light ship, set course N.W. & put over board log reading 65.7. Changed course at 4:55 to N.W. by N. At 4:55 set fore & off sail & at 5:00 set foresail. At 5:05 changed course to N.W. by N. at 5:37 to N.W. At 5:40 set topsails & topgallant sails.

W. H. Warring
Lieut. U. S. N.

From 6 to 8 P.M.:

Cloudy & hazy; gentle breeze from S.W. Hauled fore under No. 2 brails at 6:50. Sighted Somersett Sh at 6:30 bearing about N.W. by N. Sighted & passed two steamers. By order of Comdg Officer changed course to N.W. by N. at 7:42, P.D. 110.

B. F. Warring
Lieut. U. S. N.

From 8 P.M. to Midnight:

Hazy & pleasant. Light air & breeze from N.W. to S. by N. At 9:25 the wind shifted suddenly to N.W. when took in & furled all sail. At 9:55 set fore & off sail & foresail, & at 10:35 set the topsails & topgallant sails. By order of the Comdg Officer placed S. J. Ellis (sea) in double irons to await further action for being drunk on duty.

W. H. Warring
Ensign U. S. N.

M. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

Det. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3rd Rate,

At sea making the passage to Malta.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	7 4	99.1		N. N. by N. 1/2 N.	S. N. by S.	3			29.89	69	67	61	63	b.c.g.m.	Cum strab.			
2	7 8	57.7		"	N. S. N.	3			29.89	67	66	61	63	"	"			
3	6 3	64.0		N. N. by N. 1/2 N.	N. N.	3			29.85	67	65	61	63	b.c.m.	"			
4	6 2	70.2		"	N. N. by N.	2			29.85	65	64	61	63	"	"			
5	6 2	76.4		"	N. N.	2			29.85	65	64	61	64	"	"			
6	5 4	81.8		"	"	2			29.87	65	64	61	62	b.c.g.	"			
7	5 7	87.5		"	"	2			29.89	65	64	62	62	"	"			
8				Swinging Ship.	"	2			29.92	66	64	62	62	"	"			
9	3 1	90.6		N. N. by N. 1/2 N.	N. N. N.	2			29.92	66	64	62	62	"	Cir strab.			
10	5 6	96.2		"	"	3			29.94	66	64	62	62	"	"			
11	5 7	1.9		"	"	3			29.96	66	64	62	62	"	Cir cum strab.			
Noon.	7 2	9.1		"	N. N. by N.	3			29.98	66	64	61	62	"	"			

Course and distance made good since preceding noon by observations,

N. 63° W. 118

knots.

tenths.

Position at Noon:	Latitude by D. R.	N.	32° 13'	"
	Longitude by D. R.	E.	30° 14'	"
	Latitude by observations of ☉	N.	32° 12'	"
	Longitude by chronometer from Forenoon Observations of ☉	E.	30° 17'	"
Position at 8 a. m.	Latitude by		°	"
	Longitude by		°	"
Position at 8 P. M.	Latitude by S. R.	N.	32° 29'	"
	Longitude by	E.	29° 27'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset,

° ' "

Variation of the Compass by Azimuth ☉ observed at Swinging Ship, 8:14 A.M.

N. 5° 15' "

Variation of the Compass by Azimuth ☉ observed at 4:10 P.M.

N. 5° 19' "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

7300 "

Coal consumed during the preceding 24 hours,

8 tons 1080 lbs.

Coal remaining on hand at Noon,

116 " 1140 "

P. M.																			
1	5 6	14.7	N. N. by N. 1/2 N.	N. N. by N.	3			29.96	66	64	60	62	G. C. Z.	Cir cum	8	S			
2	6 1	20.8	"	"	3			29.95	67	65	60	62	"	"	6	"			
3	5 9	26.7	"	"	4			29.96	64	64	59	62	"	"	6	"			
4	5 8	32.5	"	"	4			29.96	64	64	59	62	"	"	7	"			
5	5 6	38.1	"	"	4			29.97	64	64	59	62	"	"	7	M			
6	5 4	43.5	"	"	4			29.99	64	64	59	62	"	"	6	"			
7	5 4	48.9	"	"	3			29.99	64	63	58	62	"	"	6	L.			
8	5 6	54.5	"	"	2-3			29.99	63	62	57	62	"	"	8	"			
9	5 6	60.1	"	"	2-3			29.99	63	62	57	62	G. C.	Cir	9	"			
10	5 4	65.5	"	"	3			30.00	63	62	57	62	"	Cir cum	7	"			
11	5 2	70.7	"	N. N. N.	3			30.01	63	62	57	62	"	"	7	"			
Mid.	4 9	75.6	"	"	3			30.01	62	61	57	62	"	"	8	"			

under the command of

Commander F. F. Jewell
Friday March 1st

, U. S. Navy,

, 18 89.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A.M.:

Weather pleasant, but hazy around the horizon. Breeze gentle to light in force, equally fresh hour, & hauling during the watch from S.W. by S. to N.W. by N. Sea smooth. At 11.55 the wind hauled ahead; took in the light sails, & till 7.00 ran full & by, making course N.W. by N. At 7.00 took in all sail, & went on course N.W. by N.W. At 7.00 had Carlos light bearing S.W. $\frac{3}{4}$ S. sighted the lights of a number of steamers. At end of watch under steam alone.

From 4 to 8 A.M.:

Cloudy hazy weather. Light breeze from N.W. & N.W. by N. Under steam alone on course N.W. by N.W. At 7.00 hauled in patent log & slowed engines: remainder of watch engaged swinging ship. Sighted a steamer standing to N.E.

H. G. Keating

Lieut. U.S.N.

From 8 A.M. to Meridian:

Pleasant weather; hazy around horizon. Gentle breeze from N.E. & N.E. Finished swinging ship, & at 8.06 put ship on her course N.W. by N.W. Put over patent log reading 57.5 At 9.10 started fires in boiler No. 2. By order of Comdg Officer confined J. S. Ellis, Star in double irons for 10 days from February 18th. At 9.30 went to quarters & drilled divisions as follows: 1st, 2nd & 3rd bayonet exercise, & Marines skirmish. At 11. A.M. set clock back 7 min At 11.25 connected No. 2 boiler. Rm off main-top-sail lifts.

B. G. Walling

Lieut. U.S.N.

From Meridian to 4 P.M.:

Clear & pleasant, gentle to moderate breeze from N.W. by N. Exercised equal at bayonet exercise. Sent down 49 yards. Broke out fore hold & got up sounding machine. Rm off & main jibs falls. At end of watch, steering course N.W. by N.W.

Hughes & Co.

Ensign U.S.N.

From 4 to 6 P.M.:

Clear & pleasant. Steaming against a moderate wind & sea from N.W. by N. On course N.W. by N.W. Finished reworking the fore hold. At 5.00 called all hands; unbent the square sails, sent down lower & topsail yards, rigged in flying boom & hoisted 4 gllt masts.

W. H. Haggatt

Ensign U.S.N.

From 6 to 8 P.M.:

Clear & pleasant weather. Light to gentle breeze from N.W. by N. On course N.W. by N.W. under steam alone. Long swell from N.W. by N. Ship pitching easily.

H. G. Keating

Lieut. U.S.N.

From 8 P.M. to Midnight:

Clear & cool, gentle breeze from N.E. & N.E. Moderate sea. Under steam alone, course N.W. by N.W.

B. G. Walling

Lieut. U.S.N.

Hughes & Co.

Ensign U.S.N.

Examined and found to be correct.

D. S. Gale

Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea, making the passage from Port Said to Malta.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	49	80.5	N. N. by N. N.	N. N. N.	3				30.00	66	61	57	62	B.C.	cum	9	N.
2	53	85.8	"	"	3				30.00	67	61	57	62	B.	none	10	"
3	57	91.5	"	"	3				30.00	67	62	57	62	"	"	10	"
4	53	96.8	"	"	3				30.00	67	62	57	62	"	"	10	"
5	53	102.1	"	"	2				30.01	63	62	57	62	"	"	10	"
6	54	7.5	"	"	2				30.02	62	61	57	62	B.C.	cum	7	"
7	57	13.2	"	"	2				30.03	63	61	57	59	"	"	7	"
8	20	15.2	"	West	2				30.04	63	60	57	59	"	"	7	S.
9	57	20.9	"	"	2				30.06	63	61	57	60	"	"	6	"
10	62	27.1	"	"	2				30.06	63	62	58	62	"	"	7	"
11	65	23.6	"	"	1				30.05	64	63	59	62	"	"	6	"
Noon.	78	41.4	"	"	1				30.05	64	63	59	62	"	"	4	"

Course and distance made good since preceding noon by observations,

N. 70° N. 135 knots. tenths.

Position at Noon: { Latitude by D. R. 76. 32° 55' "

{ Longitude by D. R. E. 27° 49' "

{ Latitude by observations of ☉ 76. 32° 58' "

{ Longitude by chronometer from Forenoon Observations of ☉ E. 27° 47' "

Position at 8 a. m. { Latitude by " " "

{ Longitude by " " "

Position at 8 P. M. { Latitude by D. R. 76. 33° 16' "

{ Longitude by P. M. observation E. 27° 51' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

" " "

Variation of the Compass by Amplitude ☉ observed at Sunset, "

" " "

Variation of the Compass by Azimuth ☉ observed at "

" " "

Variation of the Compass by Azimuth ☉ observed at "

" " "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1980

"

Coal consumed during the preceding 24 hours,

9 tons 2200 lbs.

Coal remaining on hand at Noon,

106 " 1180 "

P. M.																		
1	62	47.6	N. N. by N. 1/2 N.	N. N. N.	1				30.05	66	64	59	62	B.C.	cir cum	5	S.	
2	68	54.4	"	"	1				30.03	66	65	59	63	"	cir cum, etc.	6	"	
3	68	61.2	"	N. by N.	1				30.01	66	65	60	63	"	"	6	"	
4	66	67.8	"	"	1				30.00	68	64	60	63	"	"	6	"	
5	65	74.3	"	"	1				30.00	69	65	60	63	"	cir. cum.	6	"	
6	66	80.9	"	N. N. N.	1				30.00	67	64	60	63	"	"	6	"	
7	71	88.0	"	"	1				29.99	68	64	61	62	"	"	7	"	
8	72	95.2	"	S. N.	1				29.99	67	64	61	62	"	"	7	"	
9	72	7.4	"	S. S. E.	1				29.98	64	64	60	62	"	"	7	"	
10	73	9.7	"	"	1-2				29.97	64	63	59	62	"	"	7	"	
11	97	17.4	"	"	2				29.97	63	62	59	62	"	"	7	"	
Mid.	74	24.8	"	"	1-2				29.96	63	62	59	62	"	"	7	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Saturday March 2nd, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 5 until 4 a.m.:

Clear & cool. Gentle breeze from N.W. On course

N.W. by N.

From 4 to 8 a.m.:

M.B. Hoggatt

Ensign U.S.N.

Clear & pleasant. Light breeze from N.W. & last hour from West. Sea smoothing down. Steering course N.W. by N.

At 7:20 stopped engines to tighten up cross-head bolts of high-pressure engine going ahead again at 7:55.

From 8 a.m. to Meridian:

H.B. Seaming

Lieut. U.S.N.

Clear & pleasant. Light air & breeze from West.

Quarters at 9:30, inspected bags. Under steam, steering course N.W. by N.

From Meridian to 4 P.M.:

B.H. Waring

Lieut. U.S.N.

Clear & pleasant. Light air & breeze from N.E. & N.W.

Under steam alone on course N.W. by N. At 3:30 sighted a steamer standing N.E. & E. Overhauled him for sounding machine.

From 4 to 6 P.M.:

Hugh Rodman

Ensign U.S.N.

Cloudy & pleasant. Light air from N. by N. to N.W. At 5 mustered crew at quarters. On course N.W. by N.

From 6 to 8 P.M.:

M.B. Hoggatt

Ensign U.S.N.

Clear & pleasant. Light air from N.W. & from S.W. Smooth sea. On course N.W. by N.

From 8 P.M. to Midnight:

H.B. Seaming

Lieut. U.S.N.

Clear & bright starlight. Passing clouds from E. Light air & breezes from S.E. At 9:45 set fore & aft sail; took it in at 11:30. On course N.W. by N.

B.H. Waring

Lieut. U.S.N.

Examined and found to be correct.

Ed. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea, making the passage to Matiz from Port Said.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	7 4	37.2	N. N. by N. 1/4 N.	N. E.	1				29.95	63	62	57	62	B.	none	10	D.	
2	7 2	39.4	"	N. N. E.	1				29.93	63	62	57	62	B. C.	ci. str.	8	"	
3	7 2	46.6	"	N. by E.	2				29.92	62	61	58	61	"	"	8	"	
4	7 3	53.9	"	"	3				29.91	61	60	57	61	"	"	7	"	
5	7 3	61.2	"	North	3				29.91	60	60	56	61	"	ci. cum.	6	"	
6	7 2	68.4	"	"	3				29.92	61	60	57	61	"	ci. cum. nub.	7	"	
7	6 2	74.6	"	N. N. N.	3-4				29.94	60	57	56	60	B. C. g. p.	"	7	"	
8	5 3	79.9	"	N. N. by N.	3-6				29.95	60	57	56	60	B. C. g.	"	7	"	
9	5 0	84.9	"	N. N. N.	4-6				30.00	57	57	54	60	B. C. r. g.	ci. cum. nub.	7	M.	
10	5 3	90.2	"	N. by E.	6-3				29.99	57	57	54	60	B. C.	ci. cum.	6	"	
11	5 8	96.0	"	"	7				29.99	57	57	54	61	"	"	6	"	
Noon.	7 3	3.3	"	"	1				29.99	60	57	56	61	"	"	7	"	

Course and distance made good since preceding noon by observations, N. 69° W. 148 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 33° 53'	"
	Longitude by D. R.	E. 24° 46'	"
	Latitude by observations of ☉	N. 33° 52'	"
	Longitude by chronometer from ^{pm.} Greenwich Observations of ☉	E. 25° 03'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by	°	'	"
	Longitude by	°	'	"

Current during the time, knots 5 tenths per hour, setting to the E. 4° S.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " ° ' "

Variation of the Compass by Azimuth ☉ observed at 4:45 p.m. " N. 62° W. N. 7° 26' "

Variation of the Compass by Azimuth ☉ observed at " ° ' "

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1600 "

Coal consumed during the preceding 24 hours, 9 tons 2200 lbs.

Coal remaining on hand at Noon, 96 " 1020 "

P. M.																		
1	5 3	8.6	N. N. by N. 1/4 N.	West	1				29.98	62	61	57	62	B. C.	ci. cum.	7	D. L.	
2	5 2	13.8	"	"	2				29.97	62	62	57	62	"	"	7	"	
3	5 4	19.2	"	"	3				29.98	62	62	58	61	B. C. p.	ci. cum. nub.	5	"	
4	4 9	24.1	"	N. N. N.	4				29.99	62	61	57	61	"	"	4	M.	
5	5 1	29.2	"	"	4				29.99	63	61	55	61	B. C.	ci. cum.	7	"	
6	5 0	34.2	"	"	4				30.01	62	60	55	61	"	"	6	"	
7	4 8	39.0	"	"	4				30.02	62	60	56	61	B. C. p.	ci. cum. nub.	6	"	
8	4 2	43.2	"	"	4				30.03	61	59	55	61	B. C.	"	7	"	
9	3 9	47.1	"	"	4				30.06	61	59	54	60	B. C. f.	ci. cum. strat.	8	"	
10	3 0	51.1	"	"	4				30.07	60	59	54	60	"	"	7	"	
11	4 4	55.5	"	"	4				30.07	60	59	54	60	"	ci. cum.	8	"	
Mid.	4 0	59.5	N. N.	"	4				30.10	60	59	54	60	"	"	7	"	

under the command of

Commander J. F. Jewell,
Sunday, March 3^d, 1889.

, U. S. Navy,

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear & cool; light air freshening to gentle breeze from N^o E & S. Steaming the course N. N. by N. $\frac{1}{2}$ N. E at 2:25 set fore & aft sail. Passed two steamers, standing to E & S.

From 4 to 8 A.M.:

Cloudy with squalls & passing showers last part. Gentle to fresh breeze from North to N. N. by N. At 6:45 took in fore & aft sail.

Hugh Rodman
Ensign U. S. N.

From 8 A.M. to Meridian:

M. Hoggatt

Ensign U. S. N.

Cloudy, squally, & rainy first two hours; clear & pleasant last two hours. Gentle to light breezes from N^o E & S last two hours; stiff to very fresh breezes from N^o E & W first two hours. At 8:50 set fore & aft sail, took it in at 11:40. At 11: set clock back 13 minutes. The Island of Crete in sight on starboard bow & beam during watch.

From Meridian to 4 P.M.:

H. L. Gearing

Lieut. U. S. N.

Fair first half of watch, squally, with passing showers second half. Light air to moderate breezes from West, E & N. N. W. Expended in Navigation Sept. 1675 fathoms of sounding wire. Under steam alone, steering course N. N. by N. $\frac{1}{2}$ N.

From 4 to 6 P.M.:

B. H. Wadling

Lieut. U. S. N.

Clear & cool, moderate breezes from N. N. W. Steaming the course N. N. by N. $\frac{1}{2}$ N. Moderate sea.

From 6 to 8 P.M.:

Hugh Rodman

Ensign U. S. N.

Partly clear cool, with light passing shower first hour. Moderate breeze from N. N. W. On course N. N. by N. $\frac{1}{2}$ N. Moderate sea.

From 8 P.M. to Midnight:

M. Hoggatt

Ensign U. S. N.

Clear & cool. Moderate wind & sea from N. N. W. Ship pitching easily. Lightning in the Northern horizon. At 11:00 changed course to N. N. by N. $\frac{1}{2}$ E. At 11:45 sighted Gads light bearing N. $\frac{1}{4}$ E. (p. c.)

H. L. Gearing

Lieut. U. S. N.

Examined and found to be correct.

C. D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea making the passage from Port Said to Malta.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Lee-way.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	03	59.8		N. N.														
1	29	62.7		N. N. by N. 1/2 N.	N. N. N.	4			30.10	60.59	54.60			b.c.f.	Cum	7	M.S.	
2	34	66.1		"	N. N.	4-6			30.11	58.57	54.60			b.c.f.	"	6	"	
3	39	70.0		"	"	4-5			30.10	57.57	53.60			"	"	8	"	
4	42	74.2		"	"	3			30.09	57.57	53.59			b.c.	"	9	"	
5	43	78.5		"	N. N. N.	3			30.09	58.57	54.59			"	"	9	L.	
6	43	82.8		"	"	3			30.10	59.58	54.59			"	Cir cum.	7	"	
7	58	88.6		"	"	3			30.12	59.58	54.59			"	"	7	"	
8	38	92.4		"	"	3			30.14	59.58	54.59			"	"	6	"	
9	45	96.9		"	"	3			30.18	60.58	55.59			"	"	7	"	
10	53	7.7		"	"	3			30.18	60.59	55.59			"	"	4	"	
11	55	7.7		"	"	1			30.19	62.60	56.59			"	Cir cum stratus	5	"	
Noon.	65	14.2		"	"	2			30.19	62.61	55.59			"	"	6	"	

Course and distance made good since preceding noon by observations,

N. 72° N. 106 knots.

tenths.

Position at Noon: { Latitude by D. R. N. 34° 29' "
Longitude by D. R. E. 22° 57' "
Latitude by observations of ☉ N. 34° 27' "
Longitude by chronometer from Forenoon Observations of ☉ E. 23° 01' "

Position at 8 a. m. { Latitude by " " "
Longitude by " " "

Position at 8 P. M. { Latitude by SR N. 34° 42' "
Longitude by SR E. 22° 09' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at

Variation of the Compass by Azimuth ☉ observed at

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1250 "

Coal consumed during the preceding 24 hours,

9 tons 1840 lbs.

Coal remaining on hand at Noon,

86 " 1620 "

P. M.																		
1	54	19.6	76.7	N. N. by N. 1/2 N.	N. N. N.	2			30.19	63.61	56.59			b.c.	Cir cum.		7	
2	56	25.2		"	"	2			30.19	63.61	56.59			"	"		6	
3	54	30.6		"	"	2			30.18	63.60	56.59			"	"		7	
4	57	36.3		"	"	2			30.18	63.60	56.59			"	"		1	
5	56	41.9		"	"	1			30.16	61.59	54.59			"	"		7	
6	59	47.8		"	Calms	0			30.16	61.59	54.58			"	"		7	
7	62	54.0		"	Variab.	0-4			30.15	60.59	54.58			b.c.z.	"		3	
8	59	59.9		"	"	0-1			30.15	60.59	55.58			"	"		3	
9	59	65.8		"	N. by N.	1			30.15	60.59	54.58			b.c.z.	"		6	
10	62	77.0		"	"	1			30.15	60.59	54.58			"	"		6	
11	67	78.7		"	"	1			30.13	60.59	55.58			"	"		5	
Mid.	65	85.2		"	N. by S.	1			30.12	60.59	55.58			"	"		6	

under the command of

Commander J. F. Jewell.

, U. S. Navy,

Monday March 4th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Generally clear & bright starlight. Moderate breezes from N.N.W. shifting to N.W. in moderate to fresh squalls, moderating at end of watch. Moderate, long head sea. Ship pitching deeply. At 3:15 Gasco Id. L. bore abeam ^{dist 40} N.N.E. & 8.1 p log 7.0 Under steam alone on course N.W. by N. 1/2 N. Changed course at 12:10.

From 4 to 8 A.M.:

B. A. Warring
Lieut. U. S. N.

Clear & cool, gentle breeze from N.N.W., moderate sea. Lost sight of Gasco Id. L. at early daylight, about 5:40, bearing about 2 pts abeam the starboard beam. Sighted high land about the same time, same bearing. Steaming the course N.N.W. 1/2 N.

From 8 A.M. to Meridian:

Hugh Rodman
Ensign U. S. N.

Fair & cool. Light airs to gentle breezes from N.N.W. Quarters at 9:30, exercised 1st & 2nd divisions at great guns, 3^d division bayonet exercise, powder division stations. Examined magazine & shell room flood cocks, tested electrical connections & dry gun cotton & found all in good condition. Set clock back 5 minutes. Steaming course N.W. by N. 1/2 N.

From Meridian to 4 P.M.:

W. B. Hoggatt
Ensign U. S. N.

Fair & cool. Light breezes from N.N.W. Ship on course N.W. by N. 1/2 N. Under steam alone. Sea smooth. Long swell from N.E. & N. P. log 36.3 at end of watch.

From 4 to 6 P.M.:

H. C. Spring
Lieut. U. S. N.

Cloudy, pleasant weather. Light airs from N.N.W. & calms. On course N.W. by N. 1/2 N. Under steam alone. At 4:10 set jib & spanker; took it in at 4:35.

From 6 to 8 P.M.:

B. A. Warring
Lieut. U. S. N.

Cloudy & hazy, variable light airs; clearing last hour to the S. Steaming the course N.W. by N. 1/2 N. Smooth sea.

From 8 P.M. to Midnight:

Hugh Rodman
Ensign U. S. N.

Cloudy, hazy & cool. Light airs from N. by N. to N. by S. On course N.W. by N. 1/2 N.

W. B. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

T. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer *Cesca*, 3^d Rate,
At sea making the passage from Port Said to Malta.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	6 6		91.8	N. N. by N. 1/2 N.	N. S. N.	2			30.14	60	58	53	58	b.c.	Cum strat.	6	4	
2	6 5		98.3	"	"	2			30.12	59	59	53	58	"	Cir-cum	2	"	
3	6 7		105.	"	"	2			30.11	59	58	53	58	"	"	3	"	
4	6 6		11.6	"	"	1			30.09	59	59	53	58	"	"	2	"	
5	6 6		18.2	"	South.	1			30.08	59	58	54	58	"	"	2	"	
6	6 7		24.9	"	S. E. by E.	1			30.07	60	59	55	58	"	"	2	"	
7	6 8		31.7	"	"	1			30.06	59	59	56	58	"	"	3	"	
8	6 9		38.6	"	"	2			30.06	60	59	56	58	"	"	2	"	
9	7 0		45.6	"	"	1			30.05	60	60	56	58	"	Cir-cum strat.	2	"	
10	6 7		52.3	"	E. N. E.	5-1			30.04	61	60	56	58	"	"	1	"	
11	7 1		59.4	"	N. E.	2			30.02	61	60	57	59	b.c.f.	"	1	"	
Noon.	7 9		67.3	"	S. N.	1			30.02	60	59	55	59	O.C.F.	Cum nub.	0	"	

Course and distance made good since preceding noon by observations,

N. 72° W. 15.4 knots. tenths.

Position at Noon:	Latitude by D. R.	N. $35^{\circ} 14'$	"
	Longitude by D. R.	E. $20^{\circ} 03'$	"
	Latitude by observations of \odot	"	"
	Longitude by chronometer from Forenoon Observations of \odot	E. $20^{\circ} 03'$	"
Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"
Position at 8 P. M.	Latitude by J. R.	N. $35^{\circ} 35'$	"
	Longitude by "	E. $18^{\circ} 50'$	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude \odot observed at Sunrise, ship's head

"

Variation of the Compass by Amplitude \odot observed at Sunset,

"

Variation of the Compass by Azimuth \odot observed at

"

Variation of the Compass by Azimuth \odot observed at

"

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

900 "

Coal consumed during the preceding 24 hours,

8 tons 1920 lbs.

Coal remaining on hand at Noon,

77 " 1940 "

P. M.																		
1	7 0	74.3	N. $\frac{1}{2}$ by $\frac{1}{2}$ N.	East	1				30.01	58	57	54	59	G. c. v	Cum nub.	0	2	
2	7 3	81.6	"	E. N. E.	2-3				29.98	55	54	52	59	"	"	0	"	
3	8 1	89.7	"	"	3-4				29.95	55	54	51	58	"	"	0	"	
4	8 5	98.2	"	"	3				29.94	55	54	51	58	G. c.	Cir-cum nub.	0	"	
5	8 3	106.5	"	N. E. by E.	4				29.94	56	54	51	58	"	Cum nub.	0	"	
6	8 1	114.6	"	"	3				29.92	56	54	51	58	G. c.	Cum.	2	"	
7	7 8	22.4	"	N. E. by N.	3				29.93	57	57	52	58	G. c. d.	"	1	"	
8	8 1	30.5	"	"	3				29.95	57	57	52	58	"	"	1	"	
9	7 2	37.7	"	"	3				29.96	57	56	52	58	O. c.	Cum nub.	0	"	
10	7 0	44.7	"	N. N. E.	3				29.97	57	56	53	58	O. c. d.	"	0	"	
11	8 0	52.7	"	"	4				29.96	56	55	52	58	"	"	0	M.	
Mid.	8 4	61.1	"	"	4				29.95	56	54	52	58	"	"	0	"	

under the command of

Commander J. F. Jewell, U. S. Navy,
Tuesday March 5th, 1883.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A.M.:

Cloudy & pleasant. Light breeze from N.W. Smooth sea. At 12:30 set
jib, f. topmast staysail, M. trysail & spanker. Steering course N.W. by W.

H. C. Seaming.

From 4 to 8 A.M.:

Lieut. U. S. N.

Cloudy, pleasant weather, rain around horizon. Light airs from S.W.
to S.E. Light airs & breezes from S.E. by E. On course N.W. by W., under steam
alone.

B. P. Walling

Lieut. U. S. N.

From 8 A.M. to Meridian:

Cloudy all watch, raining last two hours. Wind light & variable
shifting from S.E. by E. to N.E., then back to S.W. At 9:30 went to quarters & drill as follows:
1st, 2nd, 3rd, & 4th Nav. Div., bayonet exercise; Pdr. Div. single sticks. At 10:45 called all hands & sent
up lower & topsail yards, & bent topsails & foresail & furled them. Finished at 12:20.
set clock back 15 minutes at 11 o'clock.

From Meridian to 4 P.M.:

Hugh Rodman

Ensign U. S. N.

Overcast & raining. Light to moderate breeze from East & E.N.E. At 1:20
set fore & aft sail & foresail; Topsails at 1:50. Bent & g. sails, royals & flying jib. Set
f. g. sails at 2:40, royals at 3:30. At end of watch under steam & plain sail, steering
course N.W. by W.

W. B. Hoggatt

Ensign U. S. N.

From 4 to 6 P.M.:

Overcast & cloudy. Moderate falling to gentle breeze from N.E. by E. Sea
smooth. Barometer falling slowly. At 5:00 went to quarters for muster. On course
N.W. by W.

H. C. Seaming.

Lieut. U. S. N.

From 6 to 8 P.M.:

Cloudy, with occasional sprinkling rain. Light to gentle breeze from
N.E. by N. On course N.W. by W. No change in steam or sail.

B. P. Walling

Lieut. U. S. N.

From 8 P.M. to Midnight:

Overcast, & light drizzling rain last three hours. Moderate breeze from N.E. by N.
to N.N.E. unsteady in force & direction first hour, steady last three hours. At 9:20
took in royals. At 8:10 cut off No. 2 boiler from engine & at 10:00 started distilling
Plain sail to foregallant sails & fore & aft sail. Steaming the course
N.W. by W.

Hugh Rodman

Ensign U. S. N.

Examined and found to be correct.

L. D. Galloway
Lieut. & Navigator.

At sea making the passage from Port Said to Malta.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	8	4	69.5	N. N. by N. 1/2 N.	N. E. by N.	4-3			29.92	55	54	51	58	O. C. S.	cum nub.	0	M	
2	8	2	77.7	"	"	4-5			29.92	55	54	51	58	"	"	0	"	
3	8	9	86.6	"	"	3-6			29.90	55	54	51	58	"	"	0	"	
4	8	2	94.8	"	N. by E.	4-6			29.90	54	53	51	58	"	"	0	"	
5	6	9	1.7	"	"	4-6			29.90	54	53	51	58	O. C. S. N.	"	0	"	
6	7	0	8.7	"	North.	4-6			29.90	54	53	51	57	"	"	0	"	
7	6	2	14.9	"	"	3-5			29.90	55	54	50	57	b. c.	"	2	"	
8	7	3	21.2	"	"	3-4			29.93	55	55	50	57	"	"	2	S	
9	6	1	27.3	"	N. by E.	4			29.95	60	55	51	58	b. c. p.	"	3	"	
10	6	0	33.3	"	"	4			29.96	56	55	51	58	b. c.	"	3	"	
11	5	9	39.2	"	"	3-4			29.97	60	56	51	58	"	for cum	2	M	
Noon.	6	7	45.9	"	North.	3			29.98	60	56	57	57	"	"	3	"	

Course and distance made good since preceding noon by observations, N. 77° W. 173 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 35° 57'	"
	Longitude by D. R.	E. 16° 29'	"
	Latitude by observations of ☉ (Near noon)	N. 35° 54'	"
	Longitude by chronometer from Forenoon Observations of ☉	E. 16° 35'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by S. R.	N. 36° 01'	"
	Longitude by from P. M. observation	E. 15° 48'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 370 gallons.

Water Distilled during the preceding 24 hours, 620 "

Water remaining on hand fit for use at Noon, 1200 "

Coal consumed during the preceding 24 hours, 8 tons 1200 lbs.

Coal remaining on hand at Noon, 69 " 740 "

P. M.																		
1	4	2	50.4	N. N. by N. 1/2 N.	N. N. by N.	4			29.97	58	56	50	57	b. c.	cum		8	S
2	3	8	54.2	N. N. N.	N. N.	4			29.96	58	56	50	57	"	"		7	"
3	4	2	58.4	"	N. N. by N.	3-4			29.96	58	56	57	57	"	"		7	"
4	5	1	63.5	"	"	3			29.97	58	56	57	57	"	"		7	M.
5	5	8	69.3	"	"	3			29.95	60	55	49	57	"	cum		4	"
6	6	7	76.0	"	"	3			29.94	57	55	49	57	"	"		2	"
7	6	6	82.6	"	N. N. N.	3			29.95	56	54	50	57	b. c. p.	"		2	"
8	7	0	89.6	"	West	2			29.95	55	53	50	57	"	"		4	"
9	6	2	95.8	N. N. N. 3/4 N.	N. N. N.	2			29.97	57	53	50	57	b. c. p.	cum		2	"
10	5	6	101.4	"	N. N. E.	2-4			29.99	55	53	50	57	b. c. p.	"		2	O. S.
11	4	6	6.0	"	"	2-4			30.00	53	52	50	57	O. C. S.	"		0	"
Mid.	4	4	10.4	"	"	0-4			30.00	53	51	49	57	b. c. p.	"		4	"

under the command of

Commander J. F. Jewell

, U. S. Navy,

Wednesday March 6th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence $\frac{E}{S}$ until 4 A. M.:

Overcast $\frac{E}{S}$ squally, with drizzling rain. Mod. to fresh breeze from N. E. by N. to N. by E. At 3:40 took in $\frac{E}{S}$ furled h. g. sails. On course N. N. by N $\frac{1}{2}$ N. Distilling.

From 4 to 8 A. M.:

M. B. Hoggatt

Crisis, U. S. N.

Overcast $\frac{E}{S}$ rainy first part; cloudy $\frac{E}{S}$ signs of clearing latter part. Fresh part breeze blowing fresh in squalls from N. by E. $\frac{E}{S}$ North. Moderate sea, smoothing down last hour. Barometer starting to rise the last hour. At 4:15 took in topsails, miz. Topmast staysail $\frac{E}{S}$ flying jib. Steering course N. N. by N $\frac{1}{2}$ N. Distilling.

From 8 A. M. to Meridian:

H. E. Seaming.

Lieut. U. S. N.

Generally cool $\frac{E}{S}$ cloudy, passing rain squalls first half of watch, clearing up latter half. Gentle to moderate breeze from N. by E. $\frac{E}{S}$ North. Under steam, fore $\frac{E}{S}$ aft sail $\frac{E}{S}$ foresail. Steering course N. N. by N $\frac{1}{2}$ N.

From Meridian to 4 P. M.:

B. H. Welling

Lieut. U. S. N.

Fair $\frac{E}{S}$ cool. Moderate to gentle breezes from N. N. by N. to N. N. by N. At 12:35 took in $\frac{E}{S}$ furled foresail. At 1:07 changed course to N. N. N. per log 50.4. At 1:55 took in fore $\frac{E}{S}$ aft sail. At 1:30 lighted fires in Nos. 5 $\frac{E}{S}$ 7 boilers. Ship under steam alone on course N. N. N. P. L. 45.9.

From 4 to 6 P. M.:

H. R. Lough Rodman

Crisis U. S. N.

Cloudy $\frac{E}{S}$ cool. Gentle breeze from N. N. by N. At 5:00 mustered crew at quarters. At 4:15 connected boilers 5 $\frac{E}{S}$ 7 to engines. On course N. N. N. Moderate sea from N. N. Distilling.

From 6 to 8 P. M.:

M. B. Hoggatt

Crisis U. S. N.

Cloudy, with occasional light drizzles of rain. Gentle falling to light breeze from N. N. N. $\frac{E}{S}$ West. Barometer steady. On course N. N. N. At 8:50 changed course to N. N. N. $\frac{3}{4}$ N. Distilling.

From 8 P. M. to Midnight:

H. E. Seaming.

Lieut. U. S. N.

Cloudy weather. Rainy first three hours, clearing last hour. Light breezes from West, shifting to N. N. E. first hour; light breezes with moderate squalls until last hour when calm, until 11:50, breaking out in a moderate squall from N. E. On course N. N. N. $\frac{3}{4}$ N. At 9:00 set f. $\frac{E}{S}$ aft sail Took in at 9:10 to a squall. At 8:30 slowed engines.

B. H. Welling

Lieut. U. S. N.

Examined and found to be correct.

T. D. Galloway
Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea, making the passage from Port Said & anchored in Valletta Harbor.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	42	14.6	N. N. E. $\frac{3}{4}$ N.	N. N.	4-6				30.01	55	54	50	57	b. c. g.	cum.	7		
2	51	19.7	"	N. N. by N.	4-6				30.01	55	54	49	57	"	"	7		
3	62	25.9	"	"	4-6				30.02	54	53	48	56	"	cir.	9		
4	58	31.7	"	"	5				30.03	54	53	48	56	"	"	9		
5	53	37.0	"	N. N. N.	5				30.05	54	53	48	56	"	cir. cum.	7		
6	36	38.2	N. N. N.	"	5				30.05	54	53	48	56	"	"	7		
7	48	46.6	"	"	5				30.07	54	53	48	56	"	"	6		
8	52	51.8	"	"	5				30.08	55	54	48	56	"	"	6		
9	60	57.8	Weak	N. N.	5				30.12	54	53	48	56	"	"	6		
10			standing into harbor	"	5				30.15	56	55	50	56	"	"	7		
11			N. N. N.	"	4				30.15	57	56	50		"	"	7		
Noon.			N. N.	N. N. N.	2				30.16	57	56	51		"	"	7		

Course and distance made good since preceding noon by observations, N. 89° W. 100 knots. tenths.

Position at Noon:	Latitude by D. R.	°	'	"
	Longitude by D. R.	°	'	"
	Latitude by observations of ☉	°	'	"
	Longitude by chronometer from Forenoon Observations of ☉	°	'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by	°	'	"
	Longitude by	°	'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 320 gallons.

Water Distilled during the preceding 24 hours, 2120 "

Water remaining on hand fit for use at Noon, 3000 "

Coal consumed during the preceding 24 hours, 8 tons 2190 lbs.

Coal remaining on hand at Noon, 60 " 790 "

P. M.		Ship's Head.																
1		N. N. by N.	N. N. N.	14					30.16	58	57	51		b. c. g.	cir. cum.	7		
2		N. N.	N. N.	3					30.15	59	57	51		"	"	7		
3		"	"	4					30.15	59	58	52		"	"	7		
4		"	"	4					30.15	59	57	52		"	"	7		
5		"	"	3					30.16	58	56	51		b. c.	"	6		
6		"	"	2					30.16	57	56	50		"	"	7		
7		"	"	2					30.18	57	56	50		"	"	8		
8		"	"	2					30.19	55	56	51		"	"	8		
9		"	"	2					30.20	55	54	50		b.	none	10		
10		N. by S.	West	2					30.22	54	54	50		"	"	10		
11		N. N. N.	N. N. N.	2					30.22	54	53	48		b. c.	cir	9		
Mid.		"	"	2					30.20	53	52	48		b.	none	10		

under the command of

Commander J. F. Jewell

U. S. Navy,

Thursday March 7th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear & cool, fresh breeze from N.E. & N. in moderate squalls. Steaming the coast N. N. W. $\frac{1}{4}$ N. At 1:40 set jib, foretopmast stay sail & main trysail. Sighted three steamers standing to the E. Moderate sea.

From 4 to 8 A.M.:

Hugh W. Brown
Ensign U. S. N.

Clear & cool. Stiff breeze from N. N. W. At 5:10 sighted St. Elmo & Sallamara Lights from aloft bearing 12° & 12° pts respectively on port bow. At 5:15 changed course to N. N. W. At daylight sighted land on port bow. At end of watch standing in for Valletta Harbor. Mod. sea, from N. N. W.

From 8 A.M. to Meridian:

W. B. Hoggatt

Clear & cool. Stiff breeze till entering port, from N. N. W. & N. W. & then falling to a light breeze. At 8:10 changed course to West, & from 9:00 standing into Valletta Harbor. At 9:35 called all hands bring ship to anchor. Made fast at 10:15 to buoy No. 4, French break, Valletta Harbor, using starboard chain. Received an official visit from an officer conveying the compliments of the British Rear-Admiral Comdg the Malta Dockyard. The Comdg Officer paid official visits to the Comdg Officer of the Dockyard, & the Comdg Officer of the English Iron-clad "Dumbow". Received an official visit from the United States Consul to this port. Ship's draft 13' 3" fore & 15' 5" aft. Barked fire except under boiler No. 2. Distilling.

From Meridian to 4 P.M.:

H. L. Keating
Lieut. U. S. N.

Clear & cool weather. Moderate & gentle breeze from N. N. W. & N. W.

From 4 to 8 P.M.:

B. H. Walling
Lieut. U. S. N.

Clear & pleasant; gentle breeze from N. W.

From 8 P.M. to Midnight:

Hugh W. Brown
Ensign U. S. N.

Clear & cool. Light breeze from N. W. to West.

W. H. Mearns
Naval Cadet U. S. N.

Examined and found to be correct.

L. D. Galloway
Lieut. & Navigator.

Steamer Essex

At anchor in the harbor of Valletta Malta.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
				Ship's Head															
A. M.																			
1				N. N. by N.	West		1			30.20	53	52	48	B.	none	10	D.		
2				S. S. N.	"		1			30.19	52	51	48	"	"	10	"		
3				S. N.	"		1			30.18	51	51	48	B. C.	ci. cum.	7	"		
4				South	S. N.		1			30.18	51	50	47	"	"	7	"		
5				"	Calm		0			30.18	51	50	47	"	"	7	"		
6				"	S. N.		1			30.18	50	49	46	"	ci. cum. strab.	6	"		
7				N. S. N.	Calm		0			30.19	51	50	48	"	"	6	"		
8				"	West		1			30.20	51	50	48	"	"	6	"		
9				S. N.	S. N.		1			30.20	52	53	51	"	"	6	"		
10				"	West		1			30.22	58	56	53	"	"	6	"		
11				S. S. N.	"		1			30.22	61	58	55	"	"	6	"		
Noon.				"	South.		1			30.23	61	60	55	"	"	6	"		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	°	'	"
	Longitude by D. R.	°	'	"
	Latitude by observations of ☉	°	'	"
	Longitude by chronometer from Forenoon Observations of ☉	°	'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by	°	'	"
	Longitude by	°	'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

370 gallons.

Water Distilled during the preceding 24 hours,

150 "

Water remaining on hand fit for use at Noon,

7830 "

Coal consumed during the preceding 24 hours,

tons 1300 lbs.

Coal remaining on hand at Noon,

59 " 1730 "

P. M.																			
1				S. by N.	South		1			30.20	61	60	55			B. C.	ci. cum.	6	D.
2				"	"		2			30.18	62	61	56			"	"	6	"
3				S. N. by S.	S. N.		2			30.16	63	62	57			"	"	6	"
4				S. by N.	"		2			30.15	62	60	57			"	"	6	"
5				"	"		2			30.13	62	60	57			"	"	5	"
6				"	S. S. N.		1			30.12	61	60	57			"	"	4	"
7				"	"		1			30.11	60	60	57			"	"	8	"
8				S. S. N.	"		1			30.11	60	60	57			"	"	7	"
9				S. by N.	"		1			30.10	60	59	57			"	"	7	"
10				"	"		1			30.10	60	59	56			"	"	7	"
11				"	"		1			30.09	60	59	56			"	"	6	"
Mid.				"	"		1			30.09	60	59	56			"	"	8	"

under the command of

Commander J. F. Jewell, , U. S. Navy,
Friday, March 8th, 1859.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:
Clear & cool. Light airs from West & from S. W.

From 4 to 8 A. M.:

Clear, pleasant weather. Light airs from West
& calms. Rice on board & issued to crew 110 lbs fresh beef, 110 lbs
vegetables & 88 lbs. fresh bread.

H. C. Kearney

Lieut. U. S. N.

From 8 A. M. to Meridian:

Clear & pleasant; light airs from S. S. & N. E.
variable in direction. Mustered & inspected crew at quarters. & instructed
gun divisions orally. The Comdg Officer of the A. M. S. Benbow, an officer
from A. M. S. Sandford & an officer to return the Comdg Officer's call
on the British Admiral paid official visits to this ship. A. M. S.
Benbow & the English troop ship left port. Enlisted John Macomber
as landsman for the cruise of this vessel.

B. P. Walling

Lieut. U. S. N.

From Meridian to 4 P. M.:

Fair & pleasant. Light airs & breeze from
South to S. W.

Hugh Rodman

Ensign U. S. N.

From 4 to 8 P. M.:

Fair & pleasant. Light breeze from S. W. first
hour, light airs from S. S. W. rest of watch.

M. Hoggatt

Ensign U. S. N.

From 8 P. M. to Midnight:

Fair, pleasant weather. Light airs from S. S. W.

W. M. Milam

Naval Cadet U. S. N.

B. P. Walling

Lieut. U. S. N.

Examined and found to be correct.

T. D. Galloway

Lieut. & Navigator.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at't'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				S. S. W.	S. by W.	2			30.09	59	58	56		b. c.	cum. strat.	8	4
2					"	2			30.07	59	58	56		"	"	8	"
3				S. by W.	South	2			30.06	59	58	56		"	"	8	"
4				"	"	2			30.04	59	58	56		"	"	8	"
5				"	"	1			30.02	59	58	56		"	cir cum	7	"
6				South	"	1			30.00	59	59	57		"	"	4	"
7				"	"	1			30.01	59	59	57		"	"	7	"
8				"	"	1			30.02	60	60	58		"	"	7	"
9				"	"	1			30.03	62	61	59		"	"	7	"
10				S. S. W.	S. W. by S.	1			30.03	63	62	59		"	cir cum strat.	7	"
11				S. W. by S.	"	1-2			30.02	64	63	59		"	"	3	"
Noon.				S. W.	"	2			30.02	64	63	59		"	"	3	"

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "

{ Longitude by D. R. " " "

{ Latitude by observations of ☉ " " "

{ Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. { Latitude by " " "

{ Longitude by " " "

Position at 8 P. M. { Latitude by " " "

{ Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

0030 gallons.

Water Expended, during the preceding 24 hours,

380 "

Water remaining on hand fit for use at Noon,

7450 "

Coal consumed during the preceding 24 hours,

tons 1480 lbs.

Coal remaining on hand at Noon,

59 " 250 "

P. M.																		
1	N. S. W.	S. N. by S.	2	30.02	64	64	59	O. C.	cum nimbs	0	4							
2	S. N. by N.	S. N. by N.	2	29.99	65	64	59	"	"	0	"							
3	"	"	2	29.99	66	64	59	b. c.	civ. cum.	7	"							
4	N. by S.	"	2	29.97	66	64	59	"	"	3	"							
5	N. by N.	West	2	29.97	67	64	59	"	"	4	"							
6	N. S. W.	N. by S.	1	29.96	65	63	59	"	civ. strat.	8	"							
7	"	Calm.	0	29.96	64	63	59	"	"	4	"							
8	"	"	0	29.99	64	63	59	"	"	7	"							
9	West	"	0	30.00	63	62	59	"	"	4	"							
10	S. N.	"	0	30.00	62	61	58	"	"	6	"							
11	N. by N.	N. N. W.	1	30.00	61	60	58	"	"	7	"							
Mid.	"	"	1	30.00	61	60	58	b.	none	10	"							

under the command of

Commander V. F. Jewell

, U. S. Navy,

Saturday March 9th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 A. M.:

Clear & cool; light breeze from S. & N. E.

From 4 to 8 A. M.:

Fair & pleasant. Light airs from South. Rice & issued to crew 111 1/4 lbs each of fresh beef & vegetables & 89 lbs fresh bread. L. F. E. Turner (sea) was found drunk on board ship & was placed in double irons to await action of the Comdg Officer. Frank Wilson (Sas) returned from liberty drunk & by order of the Comdg Officer was placed under sentry's charge to sober.

Hugh Rodman

Ensign U. S. N.

From 8 A. M. to Meridian:

Fair & pleasant. Light airs from South at beginning of watch, changing gradually to light breezes from S. W. by S. at end of watch. Rewards were sent ashore for the following named men: O. A. Serfer (Cox) Oskar Beyer (Arm) Albert Sittmar (S. A. V. C.) Carl Haline (sea) W. Ramge (S. S.) L. L. Elze (sea) S. Carlberg (S. S.) Gustav Stamer (P. M.) & George Conboy (P. M.).

W. B. Hoggatt

Ensign U. S. N.

From Meridian to 4 P. M.:

Cloudy & pleasant. Light breeze from S. W. by S. & S. W. by W. Received in the Navigation Dept. 7 lbs lampwick, 5 lbs caustic soda & 1/2 lb. muriatic acid. By order of the Comdg Officer, paid rewards of ten (10) dollars each for the apprehension & delivery on board of the following named men: A. Sittmar (S. A. V. C.) Carl Haline (sea) W. Ramge (S. S.) Oskar Beyer (Armour) O. A. Serfer (Cox) S. Carlberg (S. S.) Gustav Stamer (P. M.) Geo. Conboy P. M. & L. L. Elze (sea). at 3:55 H. M. S. "Laudraile" left the harbor.

W. L. McMillan

Naval Cadet U. S. N.

From 4 to 8 P. M.:

Fair pleasant weather. By order of Commander, released from confinement, T. J. Ellis (sea), his time having expired. By same order T. J. Ellis (sea) was demoted to rating of ordinary seaman from this date for incompetency.

W. L. McMillan

Lieut. U. S. N.

From 8 P. M. to Midnight:

Calm & light airs from N. N. W. P. O'Brien (Dr. Wr) returned from liberty drunk & by order of the Comdg Officer was placed under the sentry's charge to sober.

B. F. Walling

Lieut. U. S. N.

W. B. Hoggatt

Ensign U. S. N.

Examined and found to be correct.

T. D. Galloway
Lieut. & Navigator.

under the command of

Commander J. F. Jewell

, U. S. Navy,

Sunday March 10th

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear & pleasant. Light airs from N.W. first three hours, shifting to N.E. last hour.

From 4 to 8 A.M.

W. M. Millan
Naval Cadet U. S. N.

Clear & pleasant weather. Light air & breeze from N.W. Received in the Paymaster's Dept. & issued to their crew 11 1/4 lbs each of fresh beef & vegetables & 89 lbs of fresh bread. By order of the Comdg. Officer, released from the sentry's charge P. O'Brien 2d Gr who was confined to sober up.

From 8 A.M. to Meridian:

H. L. Seaming
Lieut. U. S. N.

Clear pleasant weather. Light airs from North.

At 9.30 Comdg. Officer inspected ship with crew & quarters. By order of Comdg. Officer confined N. Branagan (C.H.) & George Bannister (Lds) for ten days the former for being drunk on board & the latter for being in the fore chains during the midnight. Also placed under sentry's charge for safe keeping. W. J. Johnson (C. sea), C. M. Mahan (sea), W. B. Emerson, (C.H.) & George Offenbergs (C. sea) they being under the influence of liquor. A. M. S. Edinburgh came out of dry dock.

From Meridian to 4 P.M.:

B. G. Waring
Lieut. U. S. N.

Clear & pleasant; Light airs from North first hour, shifting to S.E. last three hours.

From 4 to 8 P.M.:

Hugh Rodman
Ensign U. S. N.

Clear & pleasant. Light airs from South. J. McNeal (Machinist) returned from liberty 7 hours over time. A. Weibogel (Cook) reported his term of enlistment as having expired.

From 8 P.M. to Midnight:

M. B. Hoggatt
Ensign U. S. N.

Clear & pleasant. Calm & light airs. Moonlight.

H. L. Seaming
Lieut. U. S. N.

Examined and found to be correct.

J. D. Gallagher
Lieut. Navigator.

under the command of

Commander T. F. Jewell, U. S. Navy,
Monday Sunday March 11th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Cloudy first hour, fair remainder of watch. Light
airs from S.E. & calm.

B. D. Warring
Lieut. U.S.N.

From 4 to 8 a.m.:

Cloudy & overcast; light airs & breeze from A.S.E.
Started coaling ship at 7.45. S. S. Sullivan (C.H.) returned on board ship
drunk, having left the ship without permission, & M. C. Reilly (H.S.)
returned on board 14 hrs. overtime. Rec'd on board in Pay. Seph.
111 1/4 lbs. fresh beef, 111 1/4 lbs. fresh vegetables & 89 lbs. bread. P. Morquahan (Sph.)
& T. Broderick (Sea) returned on board 12 hrs. overtime.

Hugh Rodman
Ensign U.S.N.

From 8 a.m. to Meridian:

Overcast & cloudy. Light to gentle breezes from S.E. & E.
Robert Moir (P.M.) 27 hrs. over time & Joseph Mossop (P.M.) 14 hrs. over time were
brought on board by the police, and a reward of two pounds each was
paid by order of Comdg Officer for their delivery on board. Joseph Mossop (P.M.)
was confined in double irons by order of the Comdg Officer. Finished
coaling ship: received on board 60 tons of coal transferred to U.S. Coon
Master one boat-ensign

J. M. Russell.

From Meridian to 4 P.M.:

Naval cadet U.S.N.

Fair & pleasant. Gentle breezes from S.E. & E. H. Young (Sea) was
confined in double irons to await action of the Comdg Officer for smuggling
liquor on board while on duty as Quartermaster. C. Todorico (S.E.) was
today discharged from this ship & the Naval Service, his term of enlistment
having expired.

From 4 to 8 P.M.:

W. M. McLean

Naval cadet U.S.N.

Cloudy, then overcast. Light breeze from S.E. & E., & last
hour from E.S.E. - At 7.30 a man-of-war entered the harbor. Placed A.
Sittmar (S.A.V.C.) in double irons to await action of the Comdg Officer, for
assaulting a ship-mate

H. Gearing

From 8 P.M. to Midnight:

Lieut. U.S.N.

Clear to cloudy; gentle breeze from S.E. & E.

Hugh Rodman
Ensign U.S.N.

Examined and found to be correct.

C. A. Galloway
Lieut. and Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Anchor in the harbor of Valletta & making the passage to Gibraltar

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				S. S. E.	S. S. E.	3			29.95	63	62	58	b.e.g.	cis cumy	1	D	
2				"	"	3			29.93	63	63	59	"	"	2	"	
3				"	"	3			29.91	63	63	59	"	"	3	"	
4				"	"	3			29.90	63	62	59	"	"	2	"	
5				S. E. by S.	"	3-4			29.90	63	63	59	"	"	2	"	
6				S. E.	S. E.	3			29.90	63	63	59	"	"	2	"	
7				"	"	3			29.90	63	63	59	"	"	1	"	
8				"	"	3			29.90	64	63	59	b.c.	"	1	"	
9				S. E. by E.	S. E. by E.	3			29.90	65	63	60	O.C.	cum nim	0	"	
10				"	"	3			29.91	65	64	60	"	"	0	"	
11	2	2	62.3	N. by E.	E. by S.	3			29.91	65	63	60	"	"	0	"	
Noon.	1	1	64.5														
	8	5	65.6														
			74.1	N. N. by N.	"	3			29.89	64	62	60	59	"	"	0	"

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 ' "

{ Longitude by D. R. 0 ' "

{ Latitude by observations of ☉ 0 ' "

{ Longitude by chronometer from Forenoon Observations of ☉ 0 ' "

Position at 8 a. m. { Latitude by 0 ' "

{ Longitude by 0 ' "

Position at 8 P. M. { Latitude by D. R. from Departure N. 36° 28' "

{ Longitude by " " " E. 13° 17' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0 ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " 0 ' "

Variation of the Compass by Azimuth ☉ observed at " 0 ' "

Variation of the Compass by Azimuth ☉ observed at " 0 ' "

Water expended during the preceding 24 hours, 350 gallons.

Water Distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at Noon, 7400 "

Coal consumed during the preceding 24 hours, 3 tons 1150 lbs.

Coal remaining on hand at Noon, 114 " 620 "

P. M.																		
1	3	9	78.0	N. N. by N.	E. S. E.	3			29.88	64	62	60	59	O. C.	Cum	0	D.	
	4	5	82.5	N. N. by N.														
2	5	9	84.6		East	3			29.88	64	62	60	59	"	"	0	"	
	5	9	90.5	N. N. 3/4 N.														
3	8	5	99.0	"	Variable	2-3			29.85	64	62	60	59	O. C. g.	"	0	"	
4	8	0	7.0	"	"	2-3			29.84	64	62	60	59	"	"	0	S. S.	
5	7	4	14.4	"	"	1-2			29.83	63	62	60	59	O. C.	"	0	Nb.	
6	7	3	21.7	"	"	1-2			29.85	62	61	59	58	"	"	0	"	
7	6	9	28.6	"	North	3			29.86	61	60	59	58	"	"	0	Nb. S.	
8	6	8	35.4	"	N. by E.	3			29.89	61	60	58	58	O. C. S	cum ning	0	"	
9	6	3	41.7	"	N. N. N.	2			29.91	61	60	58	57	O. C.	"	0	Nb.	
10	5	9	47.6	"	North	3			29.91	60	58	56	57	O. C. g. n.	"	0	"	
11	6	4	54.0	"	N. N. E.	5			29.89	59	57	56	57	"	"	0	"	
Mid.	2	6	56.6	"	"	3			29.87	59	57	56	57	"	"	0	"	
	3	7	60.3	N. N. 1/4 N.	"													

under the command of

Commander J. F. Jewell, U. S. Navy,
Tuesday March 12th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^{at} until 4 A.M.:

Cloudy & pleasant. Gentle breeze from S.E. Distilling

M.B. Foggatt

From 4 to 8 A.M.:

Cadet U.S.N.

Cloudy & pleasant. Gentle to moderate breeze from S.E. by S. first hour, gentle breeze from S.E. rest of watch. Started fires in Nos 1, 3, 5, 6, 7, & 8 boilers at 4:30. Distilling.

W.H. McNeillan

From 8 A.M. to Meridian:

Naval cadet U.S.N.

Overcast. Gentle breeze from S. E by E. & E by S. By order of the Commanding Officer, released Jos. Mossop (P.M.) from sentry's charge. At 9:30 mustered at quarters. Secured the battery for sea & made preparation for getting under way. At 10:13 called all hands unmoor ship. Cast off from buoy at 10:24 & stood out of Valletta harbor. At 10:43 (Monarch Rock buoy abeam) put over pat. log reading 67.3. & set course N by E. At 11:08 changed course to N.W. by N. pat log 65.6. At 11:10 called all hands make sail & made sail to topsails. Bent, took sails & set them. At end of watch steaming under six boilers & sail to topgk sails. Released M^{rs} Edwards (Lds) & W. Salk (sea) as prisoners at large. Ships draft 14' fwd, 16' aft.

From Meridian to 4 P.M.:

Helmsman

Lieut. U.S.N.

Overcast & cloudy. Gentle breeze from S.E. & E. first two hours blowing in squalls & shifting from East around to S.E.W. by way of South, & back again during last two hours. At 12:15 set miz. topmast staysail, & took it in at 1:30. Crossed royal yards & set royals & jib at 12:30. At 12:15 disconnected boilers 1 & 3. At 12:45 changed course to N.W. by N. P.L. 80.4. At 11:04 changed course to N.W. 3/4 W. P.L. 84.6. At 12:35 took in & furled royals & flying jib. At 1:07 took departure, Gozo Island Light bearing S.W. by S. distant 3.7 miles. Ship under steam & all square sail on course N.W. 3/4 W. At 3:30 stopped distilling.

B.D. Walling

From 4 to 6 P.M.:

Lieut. U.S.N.

Overcast & cloudy; light breeze, variable in direction. At 4:00 took in all sail. Mustered crew at quarters at 5:00. Moderate sea, causing the ship to roll occasionally. Steaming the course N.W. 3/4 W.

Hugh Rodman

From 6 to 8 P.M.:

Ensign U.S.N.

Overcast with light drizzling rain last hour. Gentle breeze from North to N. by E. On course N.W. 3/4 W. Mod. long swell from North.

M.B. Foggatt

From 8 P.M. to Midnight:

Ensign U.S.N.

Overcast & pleasant. Breeze variable, in force from light to stiff, & in direction from N.W. to N.E. Moderate swell from South first part, & moderate sea rising with wind latter part. At 8:20 took in fore & aft sail, setting it again at 9:50, except flying jib. At 11:00 set foresail. At 11:25 changed course to N.W. 1/4 W. P. log 86.6.

Helmsman

Lieut. U.S.N.

Examined and found to be correct.

C.D. Galloway
Lieut. U.S.N. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea making the passage from Malta to Gibraltar.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	58	66.1	N. $\frac{1}{4}$ W.	N. $\frac{1}{2}$ by N.	2-5				29.98	59	58	56	57	O. C.	Cum	0	L	
2	53	77.4	"	North	2-4				29.98	59	58	56	57	O. C. S.	"	0	"	
3	60	77.4	"	N. by E.	3				29.99	59	58	56	57	b. C.	cir cum	5	"	
4	63	83.7	"	"	3				29.99	59	58	56	57	"	"	7	"	
5	58	89.5	N. $\frac{1}{2}$ by N.	N. by N.	3				29.90	58	58	56	57	"	"	3	D	
6	57	95.2	"	North	3				29.90	58	57	55	57	"	"	4	"	
7	64	101.6	"	"	3				29.91	58	57	55	57	"	"	6	"	
8	60	7.6	"	N. $\frac{1}{2}$ W.	3				29.94	58	57	55	57	"	"	7	"	
9	69	14.5	"	N. by N.	3				29.94	58	57	55	57	"	"	6	"	
10	62	20.7	"	North	3				29.95	58	57	55	57	"	"	5	"	
11	68	27.5	"	"	3				29.94	58	57	54	57	"	cir cum str.	5	"	
Noon.	91	36.6	"	N. $\frac{1}{2}$ W.	3				29.93	58	57	54	57	"	"	5	"	

Course and distance made good since preceding noon by observations, *hoasting* 172 knots. tenths.

Position at Noon:	Latitude by D. R. Bearings	N. 37° 02'	"
	Longitude by D. R. " "	E. 11° 24'	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"

Position at 8 a. m.	Latitude by Bearings	N. 36° 55'	"
	Longitude by 40	E. 11° 57'	"
Position at 8 P. M.	Latitude by Bearings	N. 37° 30'	"
	Longitude by 50	E. 10° 08'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0 ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " 0 ' "

Variation of the Compass by Azimuth ☉ observed at 4:30 p.m. " N. 48° W. W 12° ' "

Variation of the Compass by Azimuth ☉ observed at " 0 ' "

Water expended during the preceding 24 hours, 350 gallons.

Water *Distilled* during the preceding 24 hours, 500 "

Water remaining on hand fit for use at Noon, 2550 "

Coal consumed during the preceding 24 hours, 8 tons 1560 lbs.

Coal remaining on hand at Noon, 104 " 1800 "

P. M.																		
1	7	7	44.3	N. $\frac{1}{2}$ by N.	North	1-2			29.91	60	58	56	58	b. c. p.	cir. cum str.	5	D	
2	2	7	52.0	N. $\frac{1}{2}$ by N.	N. by E.	2			29.93	59	57	54	58	b. c.	"	7	"	
3	5	5	54.3	N. $\frac{1}{2}$ by N.	"	2			29.90	59	57	54	58	"	"	7	"	
4	8	0	67.8	"	"	2-3			29.90	58	57	54	58	"	"	6	"	
5	9	6	76.4	"	N. E. by N.	3-4			29.88	58	57	54	58	"	"	5	"	
6	9	3	85.7	"	N. E.	3-4			29.88	58	57	54	58	"	"	5	"	
7	9	2	94.9	"	"	4			29.90	58	57	54	57	"	"	5	"	
8	3	6	99.9	N. $\frac{1}{2}$ W.	"	4			29.90	58	57	54	57	"	"	3	"	
9	9	3	12.8	"	N. by E.	4			29.90	58	57	54	57	"	"	1	M.	
10	9	2	22.0	"	"	4			29.90	58	57	55	57	O. C.	cum str.	0	"	
11	9	2	31.2	"	"	4			29.90	58	57	55	57	"	"	1	"	
Mid.	9	2	40.4	"	"	4			29.89	57	56	54	57	"	"	2	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Wednesday March 13th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences $\frac{E}{S}$ until 4 A. M.:

Cloudy, with drizzling rain second hour. Obscured moon light. Light to moderate breezes from N. by E, shifting to N. N. at 12:50 $\frac{E}{S}$ back again at 1:50. At 12:05 took in foresail. Took in fore $\frac{E}{S}$ & aft sail at 12:50 $\frac{E}{S}$ re-set it at 1:50. At 3:45 took in main trysail. Long swell from North. Moon set at 3:20. Sighted Paullettana Lk. Hb. at 3:50. bearing N. N. W. sighted seven steamers. Under steam, jib, f. h. m. staysail $\frac{E}{S}$ spanker at 4:00

B. A. Walling
Lieut. U. S. N.

From 4 to 8 A. M.:

Cloudy to clear; gentle breezes from North to N. N. W. At 4:00 changed course to N. N. by N, by order of Comdg Officer. At 7:10 Paullettana Lk. fore S. N. by S. (p. c.) distant 4.1 miles. Under steam $\frac{E}{S}$ fore $\frac{E}{S}$ & aft sail. Smooth sea.

From 8 A. M. to Meridian:

Overcast $\frac{E}{S}$ cloudy. Gentle breezes from North to N. N. W. At 8:45 exchanged signals with an English Yacht. At 9:30 started fires in 1 $\frac{E}{S}$ 3 boilers. Went to quarters $\frac{E}{S}$ drilled as follows: 1st, 2nd $\frac{E}{S}$ 3rd Divs. great guns; Navigators. Bayonets. Examined magazine $\frac{E}{S}$ shell room flood-cocks, elec. apparatus $\frac{E}{S}$ dry gun-cotton $\frac{E}{S}$ found all in good condition. At 11:00 connected 1 $\frac{E}{S}$ 3 boilers. Set clock back 14 $\frac{1}{2}$ minutes.

Hugh Rodman
Ensign U. S. N.

From Meridian to 4 P. M.:

Fair $\frac{E}{S}$ cool. Light airs to gentle breezes from North $\frac{E}{S}$ N. by E. At 12:05 took in fore $\frac{E}{S}$ & aft sail, set them again at 1:40. At 1:00 changed course to N. N. $\frac{1}{2}$ W. $\frac{E}{S}$ at 2:19 to N. N. $\frac{1}{4}$ W. At 2:10 Cape Bon bore (p. c.) S. N. $\frac{1}{2}$ S. distant 2.7 miles. At end of watch under steam $\frac{E}{S}$ fore $\frac{E}{S}$ & aft sail, steering course N. N. $\frac{1}{4}$ W.

M. Hoggatt
Ensign U. S. N.

From 4 to 6 P. M.:

Clear pleasant weather. Gentle to moderate breezes from N. E. by N. $\frac{E}{S}$ N. E. At 4:15 set topsails $\frac{E}{S}$ foresail. At 4:40 crossed t'gh yards $\frac{E}{S}$ set topgallant sails. High land in sight on port beam $\frac{E}{S}$ quarter. On course N. N. $\frac{1}{4}$ W.

H. C. Gearing,
Lieut. U. S. N.

From 6 to 8 P. M.:

Fair weather & moderate breeze from N. E. At sunset (about 6:05) sighted Cane Rock Lk. bearing (p. c.) N. $\frac{3}{4}$ N. At 7:35 light bore S. N. $\frac{1}{4}$ S. distant 7.2 miles, when by order of Comdg Officer changed course to N. N. Under steam $\frac{E}{S}$ plain sail to topgallantsails. Smooth sea.

B. A. Walling
Lieut. U. S. N.

From 8 P. M. to Midnight:

Overcast. Mod. breeze from N. E. by E. At 8:50 took in miz. Topmast staysail. At 9:10 lost sight of Cane Lt. on port quarter. On course N. N. under plain sail to t. g. sails. Mod. sea from N. E.

Hugh Rodman
Ensign U. S. N.

M. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

E. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea, making the passage from Malta to Gibraltar.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. act'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	90	49.4	N. N. E.	E. N. E.	4				29.87	58	57	54	57	O. C.	cum nim.	0	1	
2	87	58.1	"	"	4				29.84	58	57	55	57	"	"	0	"	
3	84	66.5	"	"	4				29.81	57	56	54	57	"	"	0	"	
4	88	75.3	"	N. E. by E.	4				29.79	57	56	54	57	"	"	0	"	
5	89	84.2	"	"	4-6				29.78	57	55	54	57	b. c. g. d.	"	1	"	
6	92	93.4	"	"	4-7				29.75	57	55	54	57	"	"	1	"	
7	78	101.8	N. N. E. N. N.	"	4-6				29.76	57	55	52	57	"	"	1	"	
8	95	10.3	"	"	4-5				29.75	57	55	54	57	O. C. g. d.	"	0	"	
9	96	19.9	N. N. E.	"	4-5				29.72	57	55	53	57	"	"	0	"	
10	87	28.6	"	"	4-5				29.72	58	55	53	57	O. C. g.	"	0	"	
11	78	36.4	"	N. N. E.	4-3				29.71	57	56	53	57	O. C. d.	"	0	Nb.	
Noon.	94	45.8	"	N. by E.	4				29.70	56	55	52	57	"	"	0	"	

Course and distance made good since preceding noon by observations.

N. 66° W. 20.6 knots. tenths.

Position at Noon: { Latitude by D. R. N. 38° 26' "

{ Longitude by D. R. E. 7° 27' "

{ Latitude by observations of ☉ " "

{ Longitude by chronometer from Forenoon Observations of ☉ " "

Position at 8 a. m. { Latitude by " "

{ Longitude by " "

Position at 8 P. M. { Latitude by D. R. N. 38° 02' "

{ Longitude by D. R. E. 6° 19' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2200 "

Coal consumed during the preceding 24 hours,

9 tons 2200 lbs.

Coal remaining on hand at Noon,

94 " 1340 "

P.M.																		
1	77	53.5	N by N.	N. by E.	4				29.69	57	56	53	57	O. C. g. d.	cum num.	0	Nb.	
2	79	61.4	"	"	4-6				29.68	56	55	53	57	"	"	0	"	
3	71	68.5	N. 3/4 N.	"	4				29.67	54	52	50	57	"	"	0	"	
4	65	75.	"	"	4				29.65	55	52	51	57	"	"	0	"	
5	66	81.6	N by N.	North	5	1/4			29.63	56	54	51	57	b. c.	cir. cum. num.	3	"	
6	66	88.2	"	"	5	1/4			29.65	55	54	51	57	"	cir. cum.	4	"	
7	61	94.3	"	N. N. W.	5-6				29.65	55	54	51	57	"	"	5	"	
8	54	99.7	"	"	5-6				29.65	55	54	51	57	"	"	7	A	
9	60	5.7	"	N. by N.	4-6				29.67	56	55	52	57	b. c. g.	"	6	"	
10	65	17.2	"	"	5-6				29.70	56	55	52	57	"	"	5	"	
11	55	17.7	"	"	5-7				29.76	56	55	51	57	"	"	6	"	
Mid.	18	18.7	N. N. by N.	"	6-7	1/2			29.76	56	55	50	57	"	"	5	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Thursday March 14th

1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Overcast & cool. Moderate breeze from E. N. E. & N. E. by E. Observed moonlight, smooth sea. At 7:30 stopped firing under boilers 6 & 8, No. 6 leaking, & at 3:25 hauled fires from under them. Course N. W. under sail to foggy sails.

From 4 to 8 A. M.

H. Greening,

Lieut. U. S. N.

Cloudy weather, with drizzling rain. Moderate to stiff breeze from N. E. by E. with fresh to very fresh squalls. At 4:25 took in flying jib & spanker. At 6:00 took in foggy sails. At 6:20 took single reef in topsails, shook it out at 7:00. At 6:00 made high land of Sardinia bearing N. E. by N. At 8:00 steaming with four boilers & under topsails, foresail, jib, & m. staysail & m. trysail. Changed course at 8:00 to N. W. by W.

From 8 A. M. to Meridian:

R. A. Walling

Lieut. U. S. N.

Overcast, unsettled weather with light rain & moderate squalls. Moderate breeze from N. E. by E. At 8:10 set foggy sails. Mustered & inspected crew at quarters, & exercised divisions as follows: 1st & 2nd, pistols; Navigators, machine guns, 3rd & 4th, Powder, eight sticks. Got up & cleaned starboard lower chain. Steaming the course under four boilers & plain sail to foggy sails. H. Boyle (P. M.) reported his term of enlistment as having this day expired. At 11:00 set clocks back 15 mins.

From Meridian to 4 P. M.

Wm. J. Thomson

Ensign U. S. N.

Overcast, squally, with occasional rain. Mod. to fresh breeze from N. by E. to North. Clearing & wind moderating towards end of watch. At 11:00 changed course to N. by N. At 1:25 took in & furled t. g. sails, & sent down t. g. yards. At 7:00 called all hands, took two reefs in the topsails & put, preventer braces on topsail & lower yards & a jumper on the main yard. Mod. increasing to rough sea. At 7:15 slowed engines to 30 turns. At end of watch, full & by under steam & doubled reefed topsails, foresail & fore & aft sail, except spanker & flying jib. Ship pitching & rolling easily.

From 4 to 6 P. M.

M. Hoggatt

Ensign U. S. N.

Cloudy & cool. Stiff breeze from North. Rough sea. Ship with considerable but easy motion. Barometer falling till 5:00, & then beginning to rise. No change in sail set, or course.

From 6 to 8 P. M.

H. Greening,

Lieut. U. S. N.

Clear, cool weather. Stiff to fresh breeze from N. W. by N. Bright moonlight. At 6:40 took in & furled topsails. Rough to heavy sea from North. Ship making her course N. by N. Pitching & rolling deeply with quick motions. Under steam, foresail, jib, trysail, & m. staysail at 8:00.

From 8 P. M. to Midnight:

R. A. Walling

Lieut. U. S. N.

Clear & cool weather; stiff breeze in fresh squalls to moderate gale from N. by N. At 9:10 took in foresail, at 9:30 took in jib & at 9:50 hauled down fore & main staysail. Hoisted rolling tackle on main, boats. At 11:15, the wind having freshened & the sea running higher, by order of Comdg. Officer, slowed down engines & brought the ship full and by, on the starboard tack under the main trysail. Course till 11:30 N. by N. Then till end of watch N. W. by W.

Examined and found to be correct.

Wm. J. Thomson

Ensign U. S. N.

C. D. Galloway

Lieut. & Navigator.

At sea making the passage from Malta to Gibraltar

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.																	
1	1	5		N. N. W.	North	7-8	6		29.79	55	54	51	57	b.c.g.	cir cum	4	R. H.
2	1	5		"	"	7-8	6		29.79	55	54	50	57	"	"	2	"
3	1	5		"	"	7-8	6		29.81	55	53	49	57	o.c.g.	cum nim	0	"
4	1	5		"	"	7-8	6		29.82	55	53	49	57	"	"	0	"
5	2	0		"	"	8-9	6		29.80	55	53	48	57	b.c.g.	cir cum nim	3	H.
6	2	0		"	"	8-9	6		29.80	55	54	49	57	"	cir cum	5	"
7	2	0		"	"	7-8	6		29.81	55	54	50	57	"	"	5	"
8	2	0		"	N. by W.	5-7	6		29.85	55	54	51	57	"	"	3	"
9	1	5		"	"	3-5	6		29.85	55	54	51	57	"	"	2	"
10	1	5		N. N. 1/4 W.	N. by E.	4-5	6		29.90	55	54	51	57	"	"	3	"
11	2	0	20.2	"	"	5-7	6		29.88	54	53	49	57	o.c.g.	"	0	"
Noon.	3	5	23.7	N. N. W.	"	5-7	4		29.88	54	53	49	57	"	"	0	"

Course and distance made good since preceding noon by observations,

S. 74° W. 92 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 38° 04'	"
	Longitude by D. R.	E. 5° 36'	"
	Latitude by observations of ☉	two lines N. 38° 01'	"
	Longitude by chronometer from Forenoon Observations of ☉	two lines E. 5° 35'	"
Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by <i>SR.</i>	N. 38° 01'	"
	Longitude by <i>SR.</i>	E. 4° 43'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

0

Variation of the Compass by Amplitude ☉ observed at Sunset,

0

Variation of the Compass by Azimuth ☉ observed at

0

Variation of the Compass by Azimuth ☉ observed at

0

Water expended during the preceding 24 hours,

380 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1870 "

Coal consumed during the preceding 24 hours,

5 tons 1440 lbs.

Coal remaining on hand at Noon,

88 " 2140 "

P. M.																		
1	4	5	28.2	N. N. W.	N. by E.	5-7			29.86	53	51	48	57	o.c.g.	cum	0	H.	
2	5	3	33.5	"	"	5-7			29.85	52	51	48	57	"	"	0	"	
3	5	0	38.5	"	"	4-6			29.84	52	51	47	57	"	"	0	"	
4	5	4	43.9	"	"	5-6			29.85	52	50	47	56	"	"	0	"	
5	5	4	49.3	"	"	6-7	1		29.88	52	50	46	56	"	"	0	"	
6	5	2	54.5	"	"	5-6	1		29.90	52	50	46	56	"	"	0	"	
7	5	4	59.9	"	North	4	1		29.91	52	50	46	56	b.c.g.	"	1	"	
8	5	3	65.2	"	"	4	1		29.93	53	51	46	56	"	"	1	"	
9	6	0	71.2	"	"	5			29.94	51	51	46	56	b.c.	"	4	"	
10	6	1	77.3	"	"	5			29.97	51	50	46	56	"	cir cum	5	"	
11	6	1	83.4	"	"	4			29.97	50	51	45	56	"	"	5	"	
Mid.	5	8	89.2	"	"	3-4			29.97	51	51	46	55	"	"	5	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Friday March 15th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Partly clear first half, overcast last half. Mod. gale from North, moderating towards end of watch. Ship rolling deeply to a rough, heavy sea from North. Ship lying to under m. trysail & engines slowed to 24 revs.

W.B. Hoggatt

Ensign U. S. N.

From 4 to 8 A.M.:

Fair to cloudy. Fresh part blowing a moderate to strong gale from North, & latter part moderating slightly. Heavy sea, ship rolling deeply at times: greatest roll to leeward about 40°. Barometer rising slowly. Lying to under steam & m. trysail, averaging 24.2 revs. for the watch. Moon set at 5:05

From 8 A.M. to Meridian:

Cloudy & threatening. Moderate to fresh breezes from N. by N. first hour, shifting to N.E. & increasing to moderate gale at end. Sea moderated about 10:00. Set f. & m. staysail & spanker at 11:05. Put pat. log over at 11:10 reading 20.2 & went ahead faster with the engines.

H. C. Gearing.

Lieut. U. S. N.

From Meridian to 4 P.M.

Overcast, cloudy, gloomy weather, threatening rain; blowing a moderate gale from N. by E. Heavy sea, ship rolling heavily at times. Noted several lee rolls of 40°, & weather rolls of 20°. Steaming the course N. N. W. under four boilers, with main trysail & foretopmast staysail set. Passed two steamers, one standing to N. & E. & E. S. E., the other to the E. S. E.

B. H. Walling

Lieut. U. S. N.

From 4 to 6 P.M.

Overcast & squally. Stiff to very fresh breeze from N. by E. moderating towards end of watch. On course N. N. W. Rough sea from North, moderating towards end of watch. Set jib at 4:07.

Hugh Rodman

Ensign U. S. N.

From 6 to 8 P.M.:

Cloudy & cool. Moderate breeze from North. A heavy sea still running, but moderating. At 6:00 set fore-sail. Steering course N. N. W.

W.B. Hoggatt

Ensign U. S. N.

From 8 P.M. to Midnight:

Fair, cool weather. Bright moonlight. Gentle to stiff decreasing breeze from North. Moderate sea with heavy swell from North, pitching easily & rolling deeply; on course N. N. W. No change in steam or sail.

H. C. Gearing.

Lieut. U. S. N.

B. H. Walling

Lieut. U. S. N.

Examined and found to be correct.

J. D. Galloway

Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Steamer *Essex*, 3^d Rate,
At sea making the passage from Matto to Gibraltar.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	5	6	94.8	N. N. W.	N. by N.	4-6			29.97	51	50	45	55	b. c. g.	cir. cum.	1	A.	
2	6	3	101.1	"	N. by E.	4-6			29.97	50	49	44	55	o. c. g.	"	0	"	
3	7	2	8.3	"	"	4-6			29.95	47	46	43	55	o. c. s. g.	cum. nim.	0	M.	
4	7	7	16.0	"	N. N. E.	4-6			29.95	45	44	42	55	"	"	0	"	
5	8	3	24.3	"	"	4-7			29.96	45	42	41	55	o. c. n. g.	"	0	"	
6	8	3	32.6	"	"	7			29.97	44	42	41	55	"	"	0	"	
7	6	5	39.1	"	"	7-6			29.99	44	42	41	55	b. c. g.	cir. cum. et rat.	6	M. L.	
8	7	4	46.5	"	"	4-5			30.00	47	45	41	55	"	cir. cum.	7	M.	
9	7	8	54.3	"	N. E. by N.	4			30.03	48	45	41	56	b. c.	"	7	"	
10	8	1	63.2	"	"	4			30.06	48	45	41	56	"	"	7	"	
11	7	3	69.7	"	"	3			30.06	48	45	41	56	"	"	7	"	
Noon.	8	1	77.8	"	"	2-3			30.06	48	46	42	56	"	"	7	"	

Course and distance made good since preceding noon by observations,

West

160 knots.

tenths.

Position at Noon: { Latitude by D. R. *E. 38° 01'* "
Longitude by D. R. *N. 7° 20'* "
Latitude by observations of ☉ *N. 38° 02'* "
Longitude by chronometer from Forenoon Observations of ☉ *E. 2° 12'* "

Position at 8 a. m. { Latitude by
Longitude by

Position at 8 P. M. { Latitude by *S. R.* *N. 37° 51'* "
Longitude by *from P. M. observation* *E. 1° 06'* "

Current during the time, knots 25 tenths per hour, setting to the

West

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

0 ' "

Variation of the Compass by Amplitude ☉ observed at Sunset,

0 ' "

Variation of the Compass by Azimuth ☉ observed at 7.30 A. M.

Ship's Head *N. 44° N. N. W.* ' "

Variation of the Compass by Azimuth ☉ observed at

0 ' "

Water expended during the preceding 24 hours,

320 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1500 "

Coal consumed during the preceding 24 hours,

7 tons 560 lbs.

Coal remaining on hand at Noon,

81 " 1580 "

P. M.																		
1	58	83.6	N. by N.	N. N.	2-3	30.07	51	49	44	56	B. C.	cir. cum.	7	S.				
2	58	89.4	"	N. N. N.	4-5	30.07	51	49	43	56	"	"	7	N.				
3	64	95.8	"	"	4-5	30.08	52	50	43	56	"	"	7	"				
4	66	102.4	"	"	4-5	30.08	52	50	44	56	"	"	8	S.				
5	65	8.9	"	N. by N.	3-4	30.07	52	51	43	56	"	"	8	"				
6	68	17.2	West	"	3-4	30.06	52	52	44	56	"	"	9	"				
7	84	25.6	"	N. N. N.	3	30.09	54	53	46	56	"	Skat.	9	"				
8	80	33.6	N. 1/2 S.	"	3	30.11	54	54	46	56	"	"	9	"				
9	71	40.7	"	N. N. by N.	3	30.13	54	53	47	56	"	cir. cum.	8	"				
10	65	47.2	"	"	3	30.15	54	54	47	56	"	"	8	"				
11	63	53.5	"	N. N. N.	3	30.17	54	54	48	56	"	"	8	"				
Mid.	68	60.3	"	"	3	30.19	55	54	49		"	"	9	"				

under the command of

Commander J. F. Jewell

, U. S. Navy,

Saturday March 16th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^{at} until 4 A. M.:

Cloudy, overcast, rainy weather; heavy rain squalls last two hours, during which the wind increased in stiff squalls, running from N. by N. to N. N. E. Squally entire watch. Sea moderating ^{at} the ship rolling much easier last two hours. At 1:30 set topsails, double reefed; at 3:00 took in spanker, took one reef in foresail, ^{at} at 3:50 reefed foresail, single reefed. Steaming the course N. N. W. under four boilers.

Singh Borden

From 4 to 8 A. M.:

Ensign U. S. N.

Overcast, squally ^{at} rainy first half, clearing ^{at} squally last half. Very fresh breeze from N. N. E. first two hours, then fresh breeze falling suddenly at 6:00 to light breeze from N. N. E., increasing again in force to stiff breeze in squalls from N. N. E. at end of watch. At 6:45 turned reefs out of topsails ^{at} foresail ^{at} set them. At 7:33 crossed foretopgall yard ^{at} made preparations to cross main. At 7:50 the main topsail sheet carried away. Blew down topsail yard ^{at} rove off sheet anew. Ship rolling easily ^{at} deeply at times to mod. sea ^{at} long swell from N. N. E.

W. B. Hoggatt

From 8 A. M. to Meridian:

Ensign U. S. N.

Clear, cool ^{at} pleasant. Moderate, falling to light breeze from N. E. by N. Moderate sea. Barometer rising. Exchanged colors with a Norwegian steamer (standing to N. E. ^{at} E. D.). At 8:30 set the m. topsail, ^{at} at 8:45 set the fore ^{at} main topgall sails. Last hour set the clock back 13 mins. At 11:00 changed the course to N. by N.

H. L. Seaming

From Meridian to 4 P. M.

Lieut. U. S. N.

Clear ^{at} cool. Light to gentle breeze from N. W. first hour, moderate to stiff breeze from N. N. W. rest of watch. At 11:30 took in ^{at} furlled all square sail ^{at} set spanker. At 1:40 set foresail. Started fires under 6 ^{at} 8 boilers at 2:00.

R. T. Welling

Lieut. U. S. N.

From Meridian to 4 P. M. to 6 P. M.

Clear, cool, bracing weather; moderate breeze from N. by N. At 5:00 mustered crew at quarters, connected Nos 6 ^{at} 8 boilers to engines at same time. By order of Comdg Officer, changed course to West at 5:10, ^{at} then set topsails ^{at} topgall sails. Smooth sea.

Singh Borden

From 6 to 8 P. M.

Ensign U. S. N.

Clear ^{at} pleasant. Gentle breeze from N. N. W. At 6:40 took in ^{at} furlled square sails. At 7:00 changed course to N. N. S. Smooth sea.

W. B. Hoggatt

Ensign U. S. N.

From 8 P. M. to Midnight:

Clear ^{at} cool. Full moonlight. Gentle breeze from N. W. by N. ^{at} N. N. W. smooth sea with a gentle swell from N. E. At 8:40 took in ^{at} aft sail. At 10:15 started fires under boiler No. 2 for distilling. Steering course N. N. S.

H. L. Seaming

Lieut. U. S. N.

Examined and found to be correct.

T. D. Galloway
Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea making the passage from Malta to Gibraltar.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	7 2	67.5	N. 4 S.	N. N. W.	2				30.19	55	54	50	56	B. C.	cin	9	L.	
2	7 4	74.9	"	"	2				30.21	55	54	50	56	"	"	9	"	
3	7 3	82.2	"	"	2				30.21	55	54	50	56	"	cir. cum.	7	"	
4	7 4	89.6	"	"	2				30.21	55	54	50	56	"	"	7	"	
5	7 6	97.2	"	N. by N.	1				30.21	56	53	51	56	"	"	8	S.	
6	7 8	105.0	"	"	1				30.21	55	54	51	55	"	"	8	"	
7	7 6	112.6	"	N. N. W.	1				30.22	56	54	52	55	"	"	8	"	
8	7 9	120.5	"	N. N. W.	1				30.25	56	54	52	55	"	"	9	"	
9	7 9	128.4	"	E. by N.	1				30.27	57	55	53	55	"	"	9	"	
10	7 5	135.9	"	E. by S.	0-1				30.29	58	56	53	55	"	"	8	"	
11	7 3	143.2	"	South	0-1				30.30	59	57	53	55	"	"	7	"	
Noon.	10 9	154.1	"	S. S. W.	1				30.30	61	57	53	55	"	"	7	"	

Course and distance made good since preceding noon by observations, S. 70° W. 175 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 37° 06'	"
	Longitude by D. R.	N. 1° 16'	"
	Latitude by observations of ☉	N. 37° 02'	"
	Longitude by chronometer from Forenoon Observations of ☉	N. 1° 12'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by Bearings	N. 36° 34'	"
	Longitude by SO.	N. 2° 26'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at 7:10 A. M. " S. 87° W. N. 15° 35' "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 350 gallons.

Water Distilled during the preceding 24 hours, 850 "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, 10 tons 2120 lbs.

Coal remaining on hand at Noon, 70 " 1700 "

P. M.																			
1	7 5	56.6	N. $\frac{1}{4}$ S.	N. by S.	S. S. W.	1				30.28	61	58	54	55	B. C.	cin cum.	7	S.	
2	8 0	69.5	"	"	"	1				30.24	62	59	54	55	"	"	5	"	
3	8 4	77.9	"	"	"	2				30.23	59	56	52	56	"	cin cum.	5	"	
4	8 4	86.3	"	"	"	1				30.22	58	55	52	56	"	"	5	"	
5	8 7	94.5	"	"	E. by N.	3				30.21	58	57	54	56	"	"	1	"	
6	8 5	99.0	"	"	"	4				30.21	59	57	54	56	O. C.	cin cum.	0	"	
7	8 8	107.7	N. D. W.	E. N. E.	"	4				30.17	59	57	54	56	"	"	0	"	
8	10 5	123.1	N. $\frac{1}{2}$ W.	"	"	4				30.16	58	57	53	56	B. C.	"	1	"	
9	10 7	133.8	"	"	N. E. by E.	5				30.14	58	57	53	56	O. C.	"	0	M.	
10	10 5	144.3	"	"	E. N. E.	4				30.14	58	57	51	56	"	"	0	"	
11	9 1	153.4	"	"	East	4				30.14	58	58	52	56	"	"	0	"	
Mid.	8 5	161.9	"	"	"	4				30.14	60	58	53	56	"	"	0	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Sunday March 17th 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Tenth 4 A.M.

Clear, cool weather. Bright moonlight & starlight.

Steaming under six boilers on course N.W. Commenced distilling at 7:30. Light swell from N.E.

From 4 to 8 A.M.

B. A. Waring
Lieut. U. S. N.

Clear, pleasant weather, light air from N.E. & N.W. At daylight sighted land two points forward, stbd beam. Smooth sea. Steaming the course N.W. Distilling. Moon set at 6:15

From 8 A.M. to Meridian:

Thos. Rodman
Ensign U. S. N.

Clear & pleasant. Calms, & light airs shifting gradually from E by N. to S. S. W. At 11:40 set fore & aft sail. Steaming with six boilers, on course N.W. Distilling. Mr. Chappell (oil) reported the expiration of his term of enlistment.

From Meridian to 4 P.M.

W. B. Hoggatt
Ensign U. S. N.

Clear & pleasant. Light airs & breezes from S. S. W. At 12:24 changed course to N. by S. At 2:55 set foresail & took it in immediately afterwards. At 3:55 took in fore & aft sail. At end of watch, Cape Rodan bore N. N. W. distant about 1 mile. Put log at end of watch, read 86.3.

From 4 to 6 P.M.

H. C. Gearing
Lieut. U. S. N.

Overcast, cool weather. Gentle breezes from E. by N., moderate breezes from E. N. E. At 5:33 changed course to N. S. W. At 5:30 set topsails, fogl. sails foresail & jib. At 5:30 made Cape de Gata Lt. H. bearing N. N. W. At 6:00 it bore N. W. by N. distant 5 miles.

From 6 to 8 P.M.

B. A. Waring
Lieut. U. S. N.

Overcast & cloudy, moderate breezes from E. N. E. At 6:35 Cape de Gata Light bore (p.c.) North, when by order of Comdg Officer changed course to N. by N. At 6:40 light bore abeam N. by E (p.c.) distant 6.2 miles. Sighted Sabine Light at 7:30 & at 8:00 it bore (p.c.) N. N. W., Cape de Gata E. N. E. & E. (p.c.). Under plain sail to top-gall sail, & steam Smooth sea.

From 8 P.M. to Midnight:

Thos. Rodman
Ensign U. S. N.

Overcast & cloudy. Stiff to mod. breezes from N. E. by E. to East. At 9:00 Sabine Light bore (p.c.) N. by E. distant 10 miles. Lost sight of it at 10:30 & picked up Sacratif Light at 11:00. At 11:00 stopped distilling & hauled fires from distilling boiler. At end of watch, Sacratif Lt. bore (p.c.) N. by N. W. Mod. sea from East. On course N. by N.

W. B. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

T. D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea making the passage from Malta & anchored in the harbor of Gibraltar.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	8 5	70.4	N. 1/2 N.	E. by S.	4				30.13	60	58	52	56	O. C.	cum nim.	0	M.	
2	8 7	79.1	"	E. S. E.	4				30.12	59	57	52	56	"	"	0	"	
3	8 8	87.9	"	S. E.	3				30.09	59	57	52	56	"	"	0	"	
4	8 5	96.4	"	S. E. by S.	3				30.09	59	56	50	56	b. C.	cir cum.	1	"	
5	8 6	105.	"	E. S. E.	3-4				30.10	60	56	51	56	"	"	2	"	
6	8 3	13.8	"	"	4-5				30.11	60	56	51	56	"	"	2	"	
7	9 0	72.8	"	S. E.	5				30.13	60	56	51	56	"	"	1	Md	
8	8 7	31.5	"	"	5				30.13	60	55	52	56	O. C.	"	0	"	
9	6 5	39.7	N. by N.	E. S. E.	4				30.13	60	56	53	56	"	"	0	"	
10	7 7	47.4	N. N. 1/2 N.	"	3-4				30.15	62	58	55	56	"	"	0	"	
11	7 7	55.1	"	"	3-4				30.13	61	59	56	56	"	"	0	"	
Noon.	5 7	64.4	N. by N.	"	3-4				30.11	61	59	56	56	"	"	0	"	

Course and distance made good since preceding noon by observations, N. 15° S. 195 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 36° 17'	"
	Longitude by D. R.	E. 5° 22'	"
	Latitude by observations of Bearings	N. 36° 10'	"
	Longitude by chronometer from Forenoon Observations of Bearings	W. 5° 6'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by	"	"
	Longitude by	"	"

Current during the time, knots 5/10 tenths per hour, setting to the E. 27° S.

Variation of the Compass by Amplitude ⊙ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ⊙ observed at Sunset, " " "

Variation of the Compass by Azimuth ⊙ observed at " " "

Variation of the Compass by Azimuth ⊙ observed at " " "

Water expended during the preceding 24 hours, 350 gallons.

Water Distilled during the preceding 24 hours, 1100 "

Water remaining on hand fit for use at Noon, 2750 "

Coal consumed during the preceding 24 hours, 11 tons 960 lbs.

Coal remaining on hand at Noon, 59 " 740 "

P. M.																		
1	3 8	72.5		N. by N.	E. S. E.	3-4			30.07	62	59	56	56	b. C.	cir cum.	5	M.	
2	7 4	80.0		N. S. N.	"	3			30.04	62	60	57	56	"	"	1	"	
3	1 8	81.8		Various	N. E.	3			30.03	61	59	56		"	"	1	"	
4				South	"	3-5			30.00	60	58	55		O. C.	"	0	S.	
5				N. N. E.	S. E.	3-5			30.00	60	58	56		O. C. g. p.	cum nim.	0	"	
6				"	"	3-5			29.98	60	58	56		"	"	0	"	
7				N. E.	"	3-5			29.96	59	57	55		O. C. g. n.	"	0	"	
8				N. N. E.	"	3-5			29.97	59	58	56		"	"	0	"	
9				N. E. by E.	N. E. by E.	3-5			29.98	58	57	56		"	"	0	"	
10				"	"	3-5			29.99	57	56	55		"	"	0	"	
11				E. N. E.	"	2-3			29.98	56	54	53		"	"	0	"	
Mid.				"	"	2-3			29.99	56	54	53		"	"	0	"	

under the command of

Commander J. F. Jewell
Monday March 18th

, U. S. Navy,

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.

Overcast, cool, & pleasant. Obscured moonlight. Moderate to gentle breeze from E by South to S.E. by S. Moderate sea. Barometer falling. At 1.00 Salratif Light bore abeam, N.E. by E. Pat log reading 70.4. Having run ten miles, course N.W. N. Salratif Light at 2.09 bore N.E. $\frac{1}{4}$ N. At 3.10 set f. topmast staysail, m. trysail & spanker.

From 4 to 8 A.M.

H. C. Gearing,

Lieut. U.S.N.

Cloudy, pleasant weather. Gentle to stiff breeze from E.S.E. Stiff breeze from S.E. High land in sight along starboard bow & beam. Long moderate sea. No change in steam or sail. Course N.W. N.

From 8 A.M. to Meridian:

B. H. Warring,

Lieut. U.S.N.

Overcast & cloudy. Gentle to moderate breeze from E.S.E. By order of Comdg Officer, at 8.17 changed course to N. by N., at 9.25 took in fore & aft sail, at 9.30 mustered crew at quarters for drill & inspection. Drilled 1st Div. at stations for Great Guns, 7th Div. machine gun, 3rd Div. Bayonet exercise, & Powder Div. stations. At 9.50 changed course to N.W. $\frac{1}{2}$ N. At 11.15 changed course to N. by N. Set clock back 12 minutes last hour. Repaired rent in jib. Unbent & sent below, flying jib, royals & main trysail. At end of watch on course N. by N. under steam & square sail to topgk. sails. Pat log read 64.4.

Thos. Coleman,

Ensign U.S.N.

From Meridian to 4 P.M.

Cloudy & squally. Gentle to stiff breeze in squalls from E.S.E. to N.E. At 12.30 changed course to N.S.W. At 1.05 to S.W. by W. then stood in for an anchorage at Gibraltar, with the Comdg Officer at the conn. At 1.10 called all hands & shortened sail & at 2.00 called all hands bring ship to anchor, & at 2.33 let go port anchor in 7 fms. water & veered to 30 fms on port chain. Bearings of ship at anchorage: Ragged Staff Light (p.c.) S. at New Mole light S by E $\frac{1}{8}$ E. Draft of ship fwd 13' 3", aft 15' 5". Sent an officer to visit the U.S. Consul. Recd a visit from English man-of-war in harbor to present the compliments of the Admiral. By order of Comdg Officer, confined W. Edwards (Lds) & W. Salk (Lds), Lt. L. M. prisoners, in double irons for safe keeping. Hauled fires from boilers 5, 7, 6 & 8, & banked fires in 1 & 3.

M. B. Foggatt

Ensign U.S.N.

From 4 to 8 P.M.

Overcast & cloudy, with rain in last half of watch. Gentle to stiff breeze from S.E. Veered to 45 fms. on port chain at 6.00. Sent down S. L. yards at sunset. English man-of-war, Iron Duke left the harbor at 5.30

W. J. McMillan

Naval Cadet U.S.N.

From 8 P.M. to Midnight:

Overcast. Rainy during entire watch. Light to stiff breeze from N.E. by E.

B. H. Warring,

Lieut. U.S.N.

Examined and found to be correct.

Ed. Galloway

Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At anchor in the harbor of Gibraltar

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				Ship's Head.														
1				N. E. by E.	N. E.	2-3			30.00	57	55	54		o. c. n. g.	cum nim.	0	A	
2				E. S. E.	"	3			29.99	57	55	54		"	"	0	"	
3				"	"	3			29.99	57	55	54		"	"	0	"	
4				"	"	2			29.98	57	55	54		b. c.	"	6	"	
5				S. W.	"	2-4			29.98	57	56	55		b. c. g.	"	3	"	
6				N. N. W.	N. N. W.	2-4			29.99	59	58	56		"	"	1	"	
7				N. W. by N.	N. W.	2-4			30.02	60	59	57		o. c. d. g.	"	0	"	
8				N. N. W.	"	2-3			30.03	60	58	57		"	"	0	"	
9				North	S. by N.	2			30.05	60	58	57		o. c.	"	0	"	
10				N. N. W.	N. N. W.	2			30.07	61	59	58		b. c.	cir cum.	3	"	
11				"	N. by S.	3			30.09	63	60	57		"	"	3	"	
Noon.				West.	"	3			30.09	63	60	57		"	"	4	"	

Course and distance made good since preceding noon by observations, W 16° S 18 knots. tenths.

Position at Noon:	Latitude by D. R.	°	'	"
	Longitude by D. R.	°	'	"
	Latitude by observations of ☉	°	'	"
	Longitude by chronometer from Forenoon Observations of ☉	°	'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by	°	'	"
	Longitude by	°	'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " ° ' "

Variation of the Compass by Azimuth ☉ observed at " ° ' "

Variation of the Compass by Azimuth ☉ observed at " ° ' "

Water expended during the preceding 24 hours, 520 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 7730 "

Coal consumed during the preceding 24 hours, 1 tons 1040 lbs.

Coal remaining on hand at Noon, 57 " 1940 "

P. M.																		
1				N. N. W.	West	3			30.08	62	62	59			b. c.	cir cum.	4	A
2				"	"	3			30.08	63	62	59			"	"	5	"
3				N. by S.	"	3			30.07	63	62	58			"	"	5	"
4				"	"	3			30.06	64	63	57			"	"	5	"
5				S. W. by S.	"	3			30.08	64	62	58			"	"	6	"
6				S. W. by W.	N. W.	2			30.08	63	62	58			"	"	7	"
7				N. W.	"	2-3			30.08	62	62	58			"	"	7	"
8				North	N. N. W.	2			30.11	62	60	56			"	"	8	"
9				N. by E.	"	2			30.10	62	60	56			"	"	8	"
10				North	"	2			30.08	61	59	55			b. c.	cir.	9	"
11				"	N. W. by N.	2-3			30.08	60	58	55			"	"	9	"
Mid.				N. W.	"	2-4			30.08	60	58	55			b. c. g.	None	10	"

under the command of

Commander J. F. Jewell.
Tuesday March 19th

, U. S. Navy,

, 1859.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.

Overcast & rainy first three hours, changing last hour.
Gentle breeze from N.E. with occasional squalls.

From 4 to 8 A. M.

Overcast & cloudy, with drizzling rain third hour.
Light to mod. breeze in squalls from N.E. to N.W. An English man-of-war
came in at 6:30. Sent an officer to extend usual courtesies.

Hugh Rodman.
Ensign U. S. N.

From 8 A. M. to Meridian:

Overcast & cloudy first hour, fair rest of watch.
Light to gentle breeze variable in direction. Crossed S. L. yards & loosed
sail to a bowline at 9:15. Exercised at company drill. Powder Division
drilled at stations. Examined gun-cotton & found it in good condition.
Comdg Officer paid official visits to the Monarch & Agincourt.

W. B. Hoggatt
Ensign U. S. N.

From Meridian to 4 P. M.:

Fair, cool & pleasant. Gentle breeze from West. At 1:15
shortened sail, & at 2:30 furled sail. By order of Comdg Officer, released
L. F. E. Turner, sea. whose term of punishment has expired. Painting the poop
deck.

W. H. McMillan
Naval Cadet, U. S. N.

From 4 to 8 P. M.:

Fair cool weather. Gentle & light breezes from N.W.
~~Reed on board in Navigation Dept. found sounding pipe.~~

H. C. Seaming
Lieut. U. S. N.

From 8 P. M. to Midnight:

Clear & squally. Light to mod. breeze from N.W. N.
To N.W. by N.

D. T. Walling
Lieut. U. S. N.

W. B. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

V. D. Galloway
Lieut. & Navigator.

under the command of

Commander J. F. Jewell

, U. S. Navy,

Wednesday March 20th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.

Cloudy & threatening weather. Gentle to moderate breezes from West first hour & from N. E. W. rest of watch.

From 4 to 8 A. M.

Cloudy & squally. Breezes gentle to stiff in force from S. W. by W. & N. S. W. Received in the Paymaster's Dept. for issue to the crew, 110 lbs each of fresh beef & vegetables, & 88 lbs. of fresh bread.

W. H. McMillan

Naval Cadet U. S. N.

From 8 A. M. to Meridian:

Cloudy & squally, with drizzling rain third hour. Stiff to very fresh breezes from N. S. W. Fresh breezes to moderate gale from West to N. S. W. At 8:10 reeled to 6 1/2 fathoms port chain. At 8:25 sent down topgallant yards & masts & counterbraced the yards. At 8:55 let go stbd. anchor under foot. Blowing a moderate gale from W. by S. at end of watch with moderate sea.

H. C. Seaming.

Lieut. U. S. N.

From Meridian to 4 P. M.:

Cloudy & overcast, misty & rainy. Blowing a stiff breeze to moderate gale from N. S. W. with very stiff squalls of short duration. Ship riding easily, moderate sea. At 1:00 got up & bent sheet chain & got anchor ready for letting go. A steam yacht, flying the English ensign flag came in at 1:10.

B. H. Wadding

Lieut. U. S. N.

From 4 to 8 P. M.:

Overcast & raining first part, clearing last part. Squally. Very fresh breezes in squalls first part, from N. S. W. decreasing to light breeze third hour from N. W. N. B. M. S. Agincourt came out from behind breakwater, & anchored in the harbor.

Hugh Rodman

Ensign U. S. N.

From 8 P. M. to Midnight:

Fair first part, & then overcast. Breezes from N. W. first hour, & rest of watch from West, gentle to moderate in force.

W. M. Hoggatt

Ensign U. S. N.

H. C. Seaming.

Lieut. U. S. N.

Examined and found to be correct.

D. D. Galloway

Lieut. & Navigator.

under the command of

Commander J. J. Jewell

, U. S. Navy,

Thursday March 21st, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.

Cloudy weather. Obscured moonlight. Rainy last hour. Moderate breezes with fresh squalls from West & N. W. At 2:15 H. M. S. "Agincourt" & "Monarch" left the harbor to the Westward. Moderate sea.

B. H. Walling
Lieut. U. S. N.

From 4 to 8 A.M.

Overcast, rainy weather, squally first two hours, moderating last two; moderate breeze from N. W. to N. N. W. with occasional squalls. Sea going down. Hoisted up the bower anchor, & shortened in to 45 fms. on the port chain. Received on board in Pay. Sept. 110 lbs fresh beef, 110 lbs. vegetables & 88 lbs. fresh bread.

Hugh Rodman
Ensign U. S. N.

From 8 A.M. to Meridian:

Overcast, with light drizzling rain first three hours clearing last hour. Gentle breeze from N. W. by N. to N. N. W. The Commandant of Navy Yard paid an official visit to the Comdg Officer. The Comdg Officer left the ship to call on the Governor of Gibraltar.

W. B. Hoggatt
Ensign U. S. N.

From Meridian to 4 P.M.

Fair & pleasant. Gentle breezes from N. N. W. first hour & from N. W. by N. rest of watch. Commenced distilling & hauled fires in boilers 1 & 3 at 1:40. Hoisted up J. G. masts at 3:00. Broiled J. G. yards & loosed sail to a buntline at 3:40. English man-of-war Northumberland came in & anchored.

W. L. McMillan
Naval Cadet U. S. N.

From 4 to 8 P.M.

Clear, cool & pleasant. Gentle breeze from N. W. by N. to West. At 5:30 furled sail.

W. L. Seaming
Lieut. U. S. N.

From 8 P.M. to Midnight:

Clear with light passing showers first hour & moderate squalls from West, followed by shift of wind in gentle breezes from N. W. A mail steamer came in at 11:10 & fired a gun. Distilling

Hugh Rodman
Ensign U. S. N.

E. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex
At anchor in the harbor of Gibraltar.

, 3 - Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				Ship's Head.														
1				N. by N.	N. N.	3			30.03	57	53	52		B.c.	ci. cum.	8	S.	
2				N. N. N.	"	3			30.03	55	54	51		"	"	8	"	
3				N. by N.	"	3			30.01	55	53	51		"	"	8	"	
4				"	"	3			30.01	54	53	50		"	"	8	"	
5				"	"	3			30.01	54	53	50		"	"	9	"	
6				West	"	3			30.01	54	53	50		"	"	9	"	
7				N. by N.	"	3			30.01	53	53	49		"	"	8	"	
8				N. N. N.	"	3			30.02	53	50	49		"	"	8	"	
9				N. N.	"	3			30.03	55	51	50		"	"	8	"	
10				"	"	3			30.06	55	53	51		"	"	8	"	
11				N. N. N.	"	3			30.06	56	55	51		"	"	8	"	
Noon.					N. by N.	3			30.06	56	56	52		"	"	8	"	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. ° ' "

 Longitude by D. R. ° ' "

 Latitude by observations of ☉ ° ' "

 Longitude by chronometer from Forenoon Observations of ☉ ° ' "

Position at 8 a. m. { Latitude by ° ' "

 Longitude by ° ' "

Position at 8 P. M. { Latitude by ° ' "

 Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, ° ' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Water expended during the preceding 24 hours, 350 gallons.

Water Distilled during the preceding 24 hours, 720 "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, 1 tons 860 lbs.

Coal remaining on hand at Noon, 54 " 890 "

P. M.																		
1				N. N. by N.	N. N.	2			30.05	57	57	52			B.c.	ci. cum.	7	S.
2				N. N.	"	2			30.04	58	59	54			"	"	7	"
3				"	"	2			30.03	59	58	54			"	"	6	"
4				West	N. by N.	2			30.03	59	58	54			"	"	6	"
5				N. N. N.	N. by N.	3			30.03	59	57	52			"	"	6	"
6				N. N. by N.	"	3			30.04	58	57	53			"	"	7	"
7				S. N.	N. N.	3			30.03	58	56	53			"	"	8	"
8				"	"	2			30.05	58	56	53			"	"	8	"
9				"	N. N. N.	1			30.07	58	57	53			"	"	9	"
10				N. by N.	"	1			30.09	57	56	53			"	"	9	"
11				N. N. by N.	"	1			30.09	57	56	53			"	"	9	"
Mid.				North.	"	1			30.09	57	57	54			"	"	9	"

under the command of

Commander J. F. Jewell, U. S. Navy,
Friday March 22nd, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 A.M.:

Distilling

Clear & cool. Gentle breeze from N.W.

From 4 to 8 A.M.:

M. Hoggatt

Quinn U. S. N.

Clear & cool. Gentle breeze from N.W.

Made preparations for coaling ship. Received on board for use of crew 110 lbs. beef, 110 lbs. vegetables & 88 lbs. bread.

From 8 A.M. to Meridian:

W. M. Millan

Naval cadet U. S. N.

Clear & pleasant. Gentle breeze from N.W. & last hour from N. by W. At 9:45 coal lighters came alongside, & began taking in coal. An officer from the English flagship "Northumberland" returned the preliminary visit of courtesy to that ship. The Comdg Officer called officially on the Comdg Officer of H. B. M. Ship "Northumberland" & on Vice Admiral Baird, R. N., Comdg the Channel Squadron. The Comdg Officer of the "Northumberland" called on this ship.

From Meridian to 4 P.M.:

H. E. Searing

Lieut. U. S. N.

Clear & pleasant. Light breeze from N.W. & N. by N. Served out monthly money. Finished coaling having received in all one Hundred (100) tons. Received provisions for ship as follows: 158 lbs. bacon, 440 lbs. beans, 1700 lbs. corned beef, 400 lbs. salt beef, 738 lbs. butter, 448 lbs. fish, 2200 lbs. flour, 108 # raisins, 89 # ham, 360 bot. pickles, 37 tins sausage, 1547 # sugar, 100 # tea, 740 lbs. tomatoes, 368 # vegetables, 30 gal. vinegar, 740 # syrup. Received in Nav. Dept. 40 gal. oil; in Construction Dept. 10 gal. alcohol & 75 lbs. shellac; in Engineer's Dept. 700 lbs. oatmeal, 72 sheets emery cloth, 50 lbs. cotton waste, 5 gal. turpentine, & 100 iron washers.

From 4 to 8 P.M.

B. T. Walling

Lieut. U. S. N.

Clear & pleasant; gentle to light breeze from N. by W. to N.W. Unbent sheet chain.

From 8 P.M. to Midnight:

W. L. Rodman

Quinn U. S. N.

Clear & pleasant. Light breeze from N.W. first hour falling to light airs, & shifting to N. N.W. remainder of watch.

A. H. Teas

Naval cadet U. S. N.

Examined and found to be correct.

E. H. Galloway
Lieut. Navigator.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				N. E. by N.	North	1			30.09	57	57	54		b.c.	cin	9	A
2				"	"	1			30.09	57	57	53		b.	none	10	"
3				N. E.	"	0-1			30.08	56	54	51		"	"	10	"
4				N. by E.	"	1			30.08	56	54	51		"	"	10	"
5				"	"	1			30.08	56	53	50		"	"	10	"
6				N. E. by E.	"	1			30.08	55	52	49		b.c.	cin	8	"
7				S. W.	N. W.	1			30.09	56	52	50		"	"	8	"
8				South	"	1			30.01	56	53	50		"	"	8	"
9				S. by W.	West	0-1			30.11	57	56	52		"	"	8	"
10				S. W.	South	0-1			30.13	60	59	54		"	"	8	"
11				W. by S.	S. S. W.	2			30.13	62	60	54		"	"	7	"
Noon.				West	"	2			30.14	63	60	55		"	"	5	"

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "

{ Longitude by D. R. " " "

{ Latitude by observations of ☉ " " "

{ Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. { Latitude by " " "

{ Longitude by " " "

Position at 8 P. M. { Latitude by Bearings N. 35° 47' 10" "

{ Longitude by Do. W. 6° 16' " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at 5:15 P. M. " N. 87° W. W. 18° " "

Variation of the Compass by Azimuth ☉ observed at " " " "

Water expended during the preceding 24 hours,

350 gallons.

Water Distilled during the preceding 24 hours,

1150 "

Water remaining on hand fit for use at Noon,

7800 "

Coal consumed during the preceding 24 hours,

3 tons 700 lbs.

Coal remaining on hand at Noon,

181 " 190 "

P. M.																	
1				N. E. by N.	South	1			30.13	62	60	55		b.c.	cin	6	A
2	8	81.8		North	N. N. E.	2			30.13	62	60	53		"	"	7	"
3	4	85.9		S. W.	"	2			30.13	62	61	54	54	"	"	8	"
4	6	87.6		W. by S.	"	2			30.14	61	60	53	54	"	"	8	"
5	8	93.3		N. 1/4 N.	N. E.	3-5			30.15	60	58	50	56	"	"	7	"
6	10	13.4		"	N. N. E.	5			30.17	58	56	49	59	"	"	7	"
7	10	23.6		"	"	5			30.19	57	56	49	59	"	"	8	"
8	10	33.6		"	"	5			30.21	57	56	49	59	"	"	8	"
9	9	43.2		"	"	5			30.23	57	56	45	59	"	"	8	"
10	9	53.0		"	N. E.	5			30.26	57	56	44	59	b.	none	10	"
11	9	67.4		"	"	4			30.28	58	57	44	59	"	"	10	"
Mid.	9	71.6		"	N. E. by E.	4			30.28	58	57	44	59	"	"	10	"

under the command of

Commander J. J. Jewell

, U. S. Navy,

Saturday March 23^d, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Clear, cool & pleasant. Light airs from North. Moonlight.

From 4 to 8 a.m.:

Clear, pleasant weather. Light airs from North & N.W.

Recd on board & issued to crew, 112 # each of fresh beef & vegetables & 88 lbs. fresh bread.

From 8 a.m. to Meridian:

Clear & pleasant; light airs & breezes variable in direction from West to South, steady at S.S.W. last two hours. Mustered crew at quarters at 9:30 & secured battery for sea. Got up main trysail & bent it, & also yard, mast & top covers & chafing gear. Started fires under boilers Nos. 1, 3, 6 & 8 at 10:00 & under Nos. 5 & 7 at 10:40. Hailed fire under No. 4 boiler at 8:45.

From Meridian to 4 P.M.:

Clear & pleasant. Light airs & breezes from South & N.W. & E. H.B.M.D. Seam came in & anchored at 1:30. Sent boarding officer to her. At 2:15 called all hands up anchor. Got under way and stood out of harbor with the Comdg Officer at the conn. Draft of ship fwd, 14' 7"; aft, 16' 4". At 3:15 set course N. by S. & at 4:00 changed it to N.W. At 4:35 put over pat. log reading 81.8, New Mole Lt. bearing (p.e.) S.E. by E 1/4 E; ship's head S.W. At 3:15 Tarifa Lt. bore (p.e.) N. by N., Warner Lt. N. by E. At 3:20 set fore & aft sail.

From 4 to 6 P.M.:

Clear & pleasant. Gentle, freshening to stiff breeze from N.E. & N.W. & E. Stood through the Strait of Gibraltar. At 4:00 changed course to N 1/4 N. p. log 94.4. Made sail to topgalsails during first half hour. At 5:00 went to quarters for muster. At 6:00 Sparte Light bore S.W. 3/4 W. Bent royals & j. jib & crossed royal yards. At 4:32 took departure of Tarifa Light bearing (p.e.) N 1/4 E, distant 1.7 miles.

From 6 to 8 P.M.:

Clear, cool & pleasant weather. Stiff breeze from N.W. & E. On course N 1/4 N. No change in steam or sail. At 6:27 Cape Sparte Lt. No. bore abeam, distant 5.5 miles. At 8:00 it bore S.S.E. 3/8 E.

From 8 P.M. to Midnight:

Clear, pleasant weather; moderate breeze from N.W. & E to N.E. by E. moderate sea. At 9:25 set royals at 9:40 took in mizzen topmast staysail, & at 11:00 fore topmast staysail. At end of watch under plain sail to royals, & steam in six boilers, course N 1/4 N.

Examined and found to be correct.

J. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea making the passage to Funchal Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	91		80.7	N. 1/4 N.	N. E.	5			30.28	57	56	50	59	B.	none	10	J.	
2	82		88.9	"	East	5			30.28	59	57	52	59	"	"	10	"	
3	85		97.4	"	"	5			30.27	59	57	52	59	B. C.	cir cum.	9	"	
4	87		6.1	"	"	5			30.27	59	56	51	59	"	"	9	"	
5	87		14.8	"	E. N. E.	5			30.27	60	57	52	59	"	"	9	"	
6	88		23.6	"	"	5			30.28	60	57	52	59	"	"	9	"	
7	90		32.6	"	"	5			30.30	59	56	52	59	"	"	9	"	
8	86		41.2	"	"	5			30.30	59	56	51	59	"	"	9	"	
9	30		44.2	"	"	5			30.34	59	56	52	59	"	"	9	"	
10	68		50.0	N. 1/2 N.	"	5			30.34	59	56	52	59	"	"	9	"	
11	88		58.8	"	"	5			30.34	60	56	50	59	"	"	9	"	
11	90		67.8	"	"	5			30.34	59	57	50	59	B.	None	10	"	
Noon.	112		79.0	"	"	5			30.32	60	57	51	59	"	"	10	"	

Course and distance made good since preceding noon by observations, S. 72° W. 191 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 35° 09'	"
	Longitude by D. R.	N. 9° 08'	"
	Latitude by observations of ☉	N. 35° 07'	"
	Longitude by chronometer from Forenoon Observations of ☉	N. 9° 00'	"

Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"

Position at 8 P. M.	Latitude by D.R.	N. 34° 49'	"
	Longitude by from P. M. observation	N. 10° 26'	"

Current during the time, knots 3 tenths per hour, setting to the S. 74° E.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0

Variation of the Compass by Amplitude ☉ observed at Sunset, 0

Variation of the Compass by Azimuth ☉ observed at 6:50 A.M. N. 88° W. 18° 39'

Variation of the Compass by Azimuth ☉ observed at 0

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2450 "

Coal consumed during the preceding 24 hours, 14 tons 720 lbs.

Coal remaining on hand at Noon, 136 " 0710 "

P. M.																		
1	87		87.7	N. 1/2 N.	E. N. E.	5			30.32	60	58	51	59	B.	None		10	J.
2	86		96.3	"	"	5			30.32	59	57	50	59	"	"		10	"
3	89		5.2	"	N. E. by E.	5			30.32	58	56	50	59	"	"		10	"
4	90		14.2	"	"	5			30.32	58	56	50	59	"	"		10	"
5	91		23.3	"	E. N. E.	5			30.32	59	57	51	59	"	"		10	J.
6	94		32.7	"	"	5			30.32	58	57	50	59	"	"		10	"
7	96		42.3	"	N. E.	5			30.32	58	57	50	59	"	"		10	M.
8	98		52.1	"	"	6			30.34	58	57	50	59	"	"		10	"
9	74		54.5	"	"	5			30.34	58	57	51	59	"	"		10	L.M.
10	73		61.8	West.	N. E. by E.	5			30.34	58	57	51	59	"	"		10	"
11	97		71.5	"	"	5			30.34	58	57	51	59	"	"		10	"
11	95		81.0	"	"	5			30.32	58	57	51	59	"	"		10	"
Mid.	95		90.5	"	"	5			30.32	58	57	51	59	"	"		10	"

under the command of

Commander J. F. Jewell

, U. S. Navy,

Sunday March 24th 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A.M.:

Clear & pleasant. Stiff breeze from N.E. to East. At 1:40 took in m. trysail. All square sail & jib set. Moon rose at 1:10. Smooth sea.

From 4 to 8 A.M.:

Clear & pleasant. Stiff breeze from E.N.E. Smooth sea. Steering course N $\frac{1}{4}$ N. Steam under six boilers, & square sail to royals.

W.B. Hoggatt

Ensign U.S.N.

From 8 A.M. to Meridian:

Clear & pleasant. Stiff breeze from E.N.E. At 9:30 mustered at quarters for inspection. At 8:20 changed course to N $\frac{1}{2}$ N. At 9:45 set main trysail. At end of watch ship on course N $\frac{1}{2}$ N. under steam, & square sail to royals except mainsail, jib & main trysail. Bar log read 79.0

H.C. Gearing

Lieut. U.S.N.

From Meridian to 4 P.M.:

Clear & pleasant. Stiff breeze from E.N.E. first half, & from N.E. by E. last half of watch. Under same sail & steam as last watch. Ship on course N $\frac{1}{2}$ N.

B.H. Warring

Lieut. U.S.N.

From 4 to 6 P.M.:

Clear & pleasant. Stiff breeze from E.N.E. On course N $\frac{1}{2}$ N. Smooth sea.

Hugh Bodman

Ensign U.S.N.

From 6 to 8 P.M.:

Cloudless, cool, & pleasant. Stiff to fresh breeze from N.E. Moderate sea. Steering N $\frac{1}{2}$ N.

W.B. Hoggatt

Ensign U.S.N.

From 8 P.M. to Midnight:

Cool, pleasant weather. Clear & cloudless. Stiff breeze from N.E. by E. At 8:15 changed course to West. No change in steam or sail. Long moderate sea. Ship rolling easily.

H.C. Gearing

Lieut. U.S.N.

B.H. Warring

Lieut. U.S.N.

Examined and found to be correct.

L. Galloway

Navigator.

LOG of the UNITED STATES

Steamer Essex, 3 Rate,
At sea; making the passage from Gibraltar to Funchal, Madeira.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	90	99.5		Wesk.	N.E. by E.	5			30.33	58	57	51	59	G.	none	10	L.
2	89	8.4		"	"	5			30.33	58	57	51	59	"	"	10	"
3	87	17.1		"	"	4			30.32	58	57	51	59	G.C.	cir strat.	8	"
4	84	25.5		"	"	4			30.32	58	57	52	59	"	cir.	9	"
5	83	33.8		"	E. N.E.	4			30.31	58	57	52	59	"	"	8	M.
6	82	42.0		"	"	4			30.31	58	57	53	59	"	"	8	"
7	86	50.6		"	"	4			30.31	58	57	53	59	"	"	7	"
8	84	59.0		"	"	4			30.32	59	58	54	59	"	"	6	L.
9	86	67.6		"	N.E. by E.	4			30.34	60	58	54	59	"	"	6	"
10	87	76.3		"	"	4			30.34	60	58	54	59	"	"	6	"
11	88	85.1		"	E. N.E.	4			30.35	61	59	54	59	"	"	6	"
Noon.	98	94.9		"	"	4			30.35	61	59	54	59	"	"	7	"

Course and distance made good since preceding noon by observations, N. 19° S. 213 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 33° 56'	"
	Longitude by D. R.	N. 13° 07'	"
	Latitude by observations of ☉	N. 33° 58'	"
	Longitude by chronometer from Forenoon Observations of ☉	N. 13° 04'	"

Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"

Position at 8 P. M.	Latitude by	N. 33° 32'	"
	Longitude by	N. 14° 21'	"

Current during the time, knots / tenths per hour, setting to the N. 50° E.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0

Variation of the Compass by Amplitude ☉ observed at Sunset, 0

Variation of the Compass by Azimuth ☉ observed at 0

Variation of the Compass by Azimuth ☉ observed at 0

Water expended during the preceding 24 hours, 320 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2130 "

Coal consumed during the preceding 24 hours, 13 tons 2140 lbs.

Coal remaining on hand at Noon, 123 " 1810 "

P. M.																		
1	85	3.4		Wesk.	E. N.E.	5			30.36	60	59	55	61		G.C.	cir. cum.	7	A.
2	87	12.1		"	"	5			30.35	61	59	55	61		"	"	6	"
3	87	20.8		"	"	5			30.33	60	59	55	60		"	"	6	"
4	88	29.6		"	"	5			30.32	60	58	54	60		"	"	6	"
5	87	38.3		"	"	5			30.30	60	58	54	60		"	"	6	"
6	87	47.0		"	"	5			30.33	60	58	54	60		"	"	3	"
7	89	55.7		"	"	5			30.34	60	58	54	60		"	"	5	"
8	88	64.7		"	"	5			30.35	60	58	54	60		"	"	5	"
9	69	73.6		N 1/4 N.	N.E. by E.	5			30.34	60	58	54	60		"	"	6	M.
10	88	82.4		"	"	5			30.35	60	59	54	60		"	"	7	"
11	85	90.9		"	"	5			30.35	60	59	54	60		"	"	8	"
Mid.	85	99.4		"	"	5			30.35	60	59	55	60		"	"	8	"

under the command of

Commander J. F. Jewell

, U. S. Navy,

Monday March 25th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Clear & pleasant weather; fresh breeze from N. E. by E. moderating last two hours. Under plain sail to royals & steam in six boilers, course West. Sighted a steamer standing to E. & N. E. Moon rose at 7:00.

From 4 to 8 A. M.:

Hugh W. Codman
Ensign U. S. N.

Fair & pleasant. Moderate breeze from E. N. E. At 7:50 hauled down jib, & hoisted f. topmast staysail. On course, West. Mod. sea from East.

From 8 A. M. to Meridian:

M. B. Hoggatt
Ensign U. S. N.

Fair & pleasant. Moderate breeze from N. E. by E. first half, & from E. N. E. last half of watch. Instructed 1st, 2nd, 3rd & Navigators Divisions in ordnance. Examined magazine & shell-room flood, cocks, torpedo wires & gun cotton, & found all in good condition. Set clock back 8 minutes in last hour. Ship on course, West.

From Meridian to 4 P. M.:

H. A. Manning.
Lieut. U. S. N.

Clear & pleasant. Moderate breeze from E. N. E. No change in steam or sail. Course West. Pak. log at end of watch read 79.6.

From 4 to 6 P. M.:

B. F. Warring.
Lieut. U. S. N.

Clear & pleasant weather; fresh breeze from E. N. E., trade wind sky. Mustered crew at quarters. Under plain sail to royals, & steam. Course West.

From 6 to 8 P. M.:

Hugh W. Codman
Ensign U. S. N.

Fair & pleasant. Stiff breeze from E. N. E. On course West under steam, all square sails, jib & m. trysail.

From 8 P. M. to Midnight:

M. B. Hoggatt
Ensign U. S. N.

Clear & pleasant. Stiff breeze from N. E. by E. Moderate sea & swell. At 8:13 changed course to N. $\frac{1}{4}$ N. p. log 66.7. Sighted a steamer last hour standing to the N. E. No change in steam or sail.

H. A. Manning.
Lieut. U. S. N.

Examined and found to be correct.

C. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

3

Rate,

At sea, making the passage from Gibraltar & anchored in Funchal Roads.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	8 1	7.5	N. $\frac{1}{4}$ W.	E. N. E.	4-5				30.34	60	58	55	60	B. C.	cir cum	7	S.	
2	8 4	10.9	"	"	4-5				30.33	60	57	55	60	"	"	7	"	
3	8 7	24.6	"	"	4-5				30.31	60	58	55	60	"	"	7	"	
4	8 5	33.1	"	"	4-5				30.30	60	58	55	60	"	"	7	"	
5	8 4	41.5	"	"	5				30.30	60	58	55	60	"	"	7	"	
6	8 6	50.0	"	"	5				30.27	60	58	55	61	"	"	4	"	
7	7 4	57.1 58.5	West.	"	5				30.33	60	59	55	61	"	"	4	"	
8	8 2	66.7	"	"	5				30.35	60	59	56	61	"	"	4	"	
9	7 0 7 0	67.7 72.7	N. S. N. $\frac{1}{2}$ W.	"	4				30.37	61	60	57	61	"	"	5	S. S.	
10	7 8 7 1	75.5 82.6	N. S. W.	"	4				30.35	63	62	59	62	"	"	5	"	
11	7 8 7 9	90.4 95.3	"	"	4				30.35	64	63	60	62	"	"	5	"	
Noon.	7 0 7 9	97.7 98.6	N. $\frac{1}{2}$ S. N. $\frac{3}{4}$ S.	"	4				30.35	65	64	60	62	"	"	5	"	

Course and distance made good since preceding noon by observations, S. 66° W. 70.0 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 32° 33'	"
	Longitude by D. R.	N. 16° 43'	"
	Latitude by observations of ☉ Bearings	N. 32° 40'	"
	Longitude by chronometer from Forenoon Observations of ☉ 50	N. 16° 42'	"
Position at 8 a. m.	Latitude by Bearings	N. 33° 00'	"
	Longitude by 50	N. 16° 13'	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots 3 tenths per hour, setting to the N. 6° E.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

P. M.																		
1	4	4	3.0	N. $\frac{1}{4}$ S.	E. N. E.	4								B. C.	cir cum.	8	S.	
	4	0	7.0	N. $\frac{1}{4}$ S.														
2	2	6	9.6	N. N. W.	N. by S.	3								"	"	9	"	
3				S. S. W.	N. S. W.	2								"	"	8	"	
4						2								"	"	8	"	
5				S. W.	West.	2								"	"	7	"	
6				"	"	2								"	"	7	"	
7				S. S. W.	"	1								"	"	8	"	
8				E. S. E.	"	1								"	"	9	"	
9				E. by N.	North	2								B.	None	10	"	
10				N. E.	"	1								"	"	10	"	
11				East	"	2								"	"	10	"	
Mid.				N. E.	"	1								"	"	10	"	

under the command of

Commander J. F. Jewell

, U. S. Navy,

Tuesday March 26th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 A.M.:

Fair, pleasant weather. Bright starlight with moonlight, last hour. Moderate to stiff breezes from E. N. E. On course N. $\frac{1}{4}$ N. under steam (6 boilers), plain sail to royals save flying jib, mainsail & spanker. & main trysail. Moon rose at 3:10.

From 4 to 8 A.M.:

Fair & pleasant; fresh breeze from E. N. E., steady in force & direction. Plain sail to royals, & steam. By order of Comdg Officer changed course to West at 6:50. Sighted land, two points on starboard bow at 5:40. At 8:00 N. E. rock of Porto Santo Id. bore (p.c.) N. $\frac{3}{4}$ N. & South end Basco (p.c.) N. N. W. Smooth sea.

B. A. Walling
Lieut. U. S. N.

From 8 A.M. to Meridian:

Cloudy & pleasant. Moderate breezes from E. N. E. At 8:07 changed course to N. S. $\frac{1}{2}$ N. At 8:15 took in main trysail. At 9:05 changed course to N. S. W. At 9:30 mustered at quarters & drilled divisions as follows: 1st Division, Machine guns, 2nd Div. single sticks, 3rd Div. rifles, Powder Div. at stations. At 11:35 changed course to N. $\frac{1}{2}$ S. San Lorenzo Light bearing (p.c.) N. N. W. distant 2.2 miles. At 11:55 changed course to N. $\frac{3}{4}$ S. Scraping topmasts & main trysail gaff. Set clock back three minutes last hour. At end of watch, slip on course N. $\frac{3}{4}$ S. under steam & square sail except mainsail. P. log reading 98.6

Hugh Rodman
Ensign U. S. N.

From Meridian to 4 P.M.:

Clear & pleasant. Moderate breeze fresh hour from E. N. E. falling to a light breeze & hauling to N. by S. as the ship drew under the lee of Madeira Island. At 11:35 changed course to N. $\frac{1}{2}$ S. p. log 3.0. At 12:45 called all hands, shortened & furled sail. At 1:17 called all hands bring ship to anchor. At 1:15 hauled in p. log reading 9.6. Stood in to an anchorage in Funchal Roads, coming to at 1:40 in 27 fathoms water, rising to 75 fathoms starboard chain, bottom, soft, sticky mud. Bearings at anchor. (p.c.) - Light N. N. by N. $\frac{1}{8}$ N.; Pillar, North. Ship's draught 13' 9" fore, & 15' 11" aft. Received an official visit from the Consul of the United States to Funchal. Hauled fires from under boilers Nos. 5 & 7, & banked fires under boilers Nos 1, 3, 6 & 8.

M. B. Hoggatt
Ensign U. S. N.

From 4 to 8 P.M.:

Clear, pleasant weather. Hazy to seaward. Light air & breezes from West. Light Easterly swell.

H. C. Geaning.
Lieut. U. S. N.

From 8 P.M. to Midnight:

Clear & pleasant. Light air & breezes from North. Begun distilling at 8:50.

B. A. Walling
Lieut. U. S. N.

M. B. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

C. D. Galloway
Lieut. E. N. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At anchor in Funchal Roads & making the passage to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1				East	E. N. E.	1				30.00	60	57	56			B.	None	10	S.
2						1				29.98	60	57	56			"	"	10	"
3				N. E. by E.	N. N. W.	1-2				29.99	60	57	55			B. c.	cir.	9	"
4				E. by N.		1-2				29.96	60	58	55			"	"	9	"
5				N. E. by E.	N. W.	1				30.00	60	58	54			"	cir cum.	8	"
6				East.	"	1				30.28	60	58	54			"	"	8	"
7				E. N. E.	"	1				30.28	60	57	56			"	"	8	"
8				S. E. by S.	"	1				30.29	63	62	58			"	"	9	"
9				S. by W.	West	1				30.32	66	65	62			"	"	8	"
10				S. W. by S.	N. S. W.	2				30.32	66	65	62			"	"	8	"
11				N. S. W.		2				30.32	66	65	62			"	"	8	"
Noon.				S. W.	S. W. by W.	2				30.32	67	65	62			"	"	8	"

Course and distance made good since preceding noon by observations, Coasting 13 knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"

Position at 8 a. m.	Latitude by	0	'	"
	Longitude by	0	'	"

Position at 8 P. M.	Latitude by S. R.	N. 32° 19'	"
	Longitude by	W. 17° 24'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0 ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " 0 ' "

Variation of the Compass by Azimuth ☉ observed at 5:50 p.m. " S. W. W. N. 20° 35' "

Variation of the Compass by Azimuth ☉ observed at " 0 ' "

Water expended during the preceding 24 hours, 350 gallons.

Water Distilled during the preceding 24 hours, 870 "

Water remaining on hand fit for use at Noon, 2300 "

Coal consumed during the preceding 24 hours, 1 tons 2120 lbs.

Coal remaining on hand at Noon, 109 " 1050 "

P. M.																			
1				N. by S.	N. by S.	2				30.30	68	67	63			B. c.	cir cum.	6	S.
2				S. W. by W.	"	2				30.29	69	68	64			"	"	5	"
3				N. by S.	"	2				30.29	69	68	64			"	"	3	"
4	1 6	1.6		N. S. W.	West.	2				30.29	68	67	63	62		"	"	3	"
5	3 9	5.5		N. S. W. 1/2 W.	S. E. by E.	3				30.28	68	65	62	62		"	cir cum. str.	4	"
6	7 5	10.8		"	"	3				30.27	67	65	62	62		"	"	6	"
7	7 6	23.4		"	E. S. E.	3				30.26	64	62	60	62		"	"	7	"
8	7 2	30.6		"	S. E. by E.	4				30.26	62	61	59	62		B. c. m.	"	7	"
9	4 9	35.5		N. S. W. 1/4 W.	"	4-5				30.26	62	61	59	62		"	"	3	"
10	7 3	45.4		"	"	4				30.27	62	60	59	62		"	"	3	"
11	7 0	52.4		"	"	4				30.27	62	60	59	62		"	"	3	"
Mid.	6 1	58.5		"	"	3-4				30.27	62	60	58	62		"	cum.	3	"

under the command of

Commander Thos. F. Jewell

, U. S. Navy,

Wednesday March 27th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A.M.:

Clear & pleasant. Light airs from E. N. E. first two hours & light airs & breezes from N. N. W. remainder of watch. Distilling

J. H. Jacobs

From 4 to 8 A.M.

Naval Cadet U. S. N.

Clear & pleasant. Light N. W. air. At 6:30 The Union Mail Steamer "Moon" arrived from England via Lisbon. The English Sloop-of-war "Ruby" arrived, & sent an officer to board her. An American yacht in sight working into the harbor. Distilling

From 8 A.M. to Meridian:

W. C. Young.

Lieut. U. S. N.

Clear, pleasant weather. Light airs from West. Light breezes from N. S. W. & S. W. by W. At 10:15 coal came alongside. Commenced coaling ship. Riced during watch 75 tons. Riced visits from an officer & the Commander of H. M. S. "Ruby" Comdg Officer paid an official visit to H. M. S. "Ruby" & U. S. Consul. Port torpedo spar was carried away by a coal barge.

B. A. Walling

Lieut. U. S. N.

From Meridian to 4 P.M.:

Fair, pleasant weather, light breeze from S. E. by E. Received on board in Navigation Dept. 30 gals. illuminating oil, & in Equip. Dept. 60 tons coal. Finished coaling at 3:00, & made preparations for sea. Mustered crew at quarters at 3:10. At 3:15 called all hands up anchor & at 3:35 got under way & at 3:40 put over P. S. reading 0, Draft forward 14' 4", aft 16' 6", & took departure; Los Rocks light bearing (p. c.) N. W. distant 1/4 mile

Augustus Wolman.

Ensign U. S. N.

From 4 to 6 P.M.:

Partly clear, pleasant. Gentle breeze from S. E. by E.. At 4:05 went on course S. W. & at 4:37 changed course to N. S. W. & made plain sail to royals, except jib, m. trysail & spanker. By order of the Comdg Officer, J. Frawley, Lds. & R. T. Young, C. A. were placed in double irons for 10 days, for having liquor in boat when boat keepers. Smooth sea.

M. B. Hoggatt

Ensign U. S. N.

From 6 to 8 P.M.:

Clear overhead. Hazy last hour. Gentle to moderate breeze from E. S. E. & S. E. by E. At 6:10 set j. jib & m. trysail. At 7:38 disconnected boilers 1 & 3 from engine for distilling; rest of watch running under two boilers & sail to royals. Course N. S. W. & N.

W. C. Young.

Lieut. U. S. N.

From 8 P.M. to Midnight:

Cloudy, pleasant weather. Gentle to stiff decreasing breeze from S. E. by E. Moderate sea. At 8:45 changed course to N. S. W. & N. No change in steam or sail. Distilling

B. A. Walling

Lieut. U. S. N.

Examined and found to be correct.

Ed. Gauway

Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3rd Rate,

At sea, making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	56	64.1	N. S. $7\frac{3}{4}$ N.	S. E. by S.	3				30.2561	60	58	62	B. C.	cum.	2	A.		
2	55	69.6	"	"	3				30.2461	60	58	62	"	"	2	"		
3	51	74.7	"	"	3				30.2361	60	58	62	"	"	2	"		
4	50	79.7	"	"	3				30.2361	60	58	62	"	"	2	"		
5	55	85.2	"	"	3				30.2361	60	58	62	O. C.	"	0	"		
6	54	90.6	"	"	3				30.2462	61	58	62	B. C.	cum str.	2	"		
7	49	95.5	"	"	2				30.2562	60	58	62	"	"	1	"		
8	52	100.7	"	"	3				30.2662	61	58	62	"	"	1	"		
9	44	105.1	"	"	2				30.2764	61	59	62	"	cir cum nub.	1	"		
10	50	10.1	"	"	2				30.2564	62	60	62	"	"	2	"		
11	47	14.8	"	"	2				30.2665	62	60	63	B. C. d.	"	2	"		
Noon.	60	20.8	"	"	2				30.2664	62	60	63	"	"	1	"		

Course and distance made good since preceding noon by observations, S. 54° W. 170 knots. tenths.

Position at Noon:	Latitude by D. R.	N.	$31^{\circ} 26'$	"
	Longitude by D. R.	W.	$18^{\circ} 50'$	"
	Latitude by observations of \odot	N.	$31^{\circ} 28'$	"
	Longitude by chronometer from Forenoon Observations of \odot	W.	$18^{\circ} 50'$	"

Position at 8 a. m.	Latitude by			"
	Longitude by			"

Position at 8 P. M.	Latitude by S. R.	W.	$31^{\circ} 13'$	"
	Longitude by from forenoon obs.	W.	$19^{\circ} 15'$	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude \odot observed at Sunrise, ship's head " " "Variation of the Compass by Amplitude \odot observed at Sunset, " " "Variation of the Compass by Azimuth \odot observed at 5 p. m. " S. 75° W. W. 21° " "Variation of the Compass by Azimuth \odot observed at " " "

Water expended during the preceding 24 hours, 300 gallons.

Water Distilled during the preceding 24 hours, 250 "

Water remaining on hand fit for use at Noon, 2250 "

Coal consumed during the preceding 24 hours, 4 tons 1700 lbs.

Coal remaining on hand at Noon, 164 " 1590 "

P. M.																		
1	51	25.9	N. S. $7\frac{3}{4}$ N.	N. N. E.	2				30.2565	62	59	63	B. C.	cir.	1			
2	30		"	"	2				30.2465	62	59	63	"	"	1			
3	25		"	E. N. E.	2				30.2365	62	59	63	"	"	1			
4	12		"	"	2				30.2365	62	59	63	"	"	4			
5	15		"	E by N.	3				30.2165	63	60	63	"	"	4			
6	15	25.9	"	"	3				30.2164	63	60	63	"	"	3			
7	42	30.1	"	"	3				30.2567	64	61	63	"	"	5			
8	59	36.0	"	"	3				30.2770	64	61	63	"	"	7			
9	58	41.8	"	"	3				30.2770	64	61	63	"	"	6			
10	59	47.7	"	"	3				30.2666	64	61	63	"	"	7			
11	60	53.7	"	E. S. E.	3				30.2466	63	60	63	"	"	7			
Mid.	58	59.5	"	"	3				30.2465	63	60	63	"	"	7			

under the command of

Commander Theo. F. Jewell
Thursday March 28th

, U. S. Navy,

1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Cloudy, but pleasant weather; gentle breeze from S. E. by E. Plain sail to royals & steam in two boilers. Smooth sea. Distilling

Hugh Rodman

From 4 to 8 A. M.:

Ensign U. S. N.

Overcast & pleasant. Light to gentle breeze from S. E. by S. At 5:00 stopped distilling & let fires in boilers 1 & 3 die out. On course N. S. W. $\frac{3}{4}$ W. Under steam & plain sail to royals except spanker. Smooth sea.

M. B. Hoggatt

From 8 A. M. to Meridian:

Ensign U. S. N.

Cloudy & pleasant. Light breeze from S. E. by E. first half & from N. W. E. last half of watch. 1st, 2nd & 3rd Powder Divisions exercised with rifles; 3rd Division at bayonet practice & Navigation Division with pistols. Set clock back 8 minutes in last hour. Steering course N. S. W. $\frac{3}{4}$ W.

From Meridian to 4 P. M.:

H. C. Gearing

Lieut. U. S. N.

Cloudy & pleasant. Light breeze from N. W. E. first two hours, shifting to E. N. E. last two. At 1:00 stopped engines & hauled in port log, reading 25.9. Towed target astern & exercised Navigators & 1st Div. at small arm target practice, firing 15 rounds per man. At 1:45 clewed up topgall sails, royals & foresail. At 3:00 took in main topsail. At 3:30 tow rope of target parted. Hove ship to & with dropped whale boat to pick target up. Ahead of watch ship hove to with main topsail to the mast. Course N. S. W. $\frac{3}{4}$ W.

B. A. Walling

From 4 to 6 P. M.:

Lieut. U. S. N.

Fair, pleasant weather; gentle breeze from E. by N. At 4:20 set head sails & foresail; took in spanker, & put ship on course N. S. W. $\frac{3}{4}$ W. under topsails & foresail. 2nd, 3rd Eng. & Powder Divisions fired at target with rifles.

From 6 to 8 P. M.:

Hugh Rodman

Ensign U. S. N.

Fair & pleasant. Gentle breeze from E. by N. At 6:10 finished target practice & went ahead on course N. S. W. $\frac{3}{4}$ W. with engines, then set f. g. sails & royals. Expended in Ordnance Dept. 2000 rounds Cal. 45 cartridges. Smooth sea.

M. B. Hoggatt

From 8 P. M. to Midnight:

Ensign U. S. N.

Clear & pleasant. Gentle breeze from E. by N. first part of watch & from E. S. E. second part. Smooth sea. At 11:00 set m. topsail & mizzen topmast staysail. Steering course N. S. W. $\frac{3}{4}$ W.

H. C. Gearing

Lieut. U. S. N.

Examined and found to be correct.

T. D. Galloway

Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea making the passage from Funchal Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	55	65.0	N. S. N. $\frac{3}{4}$ N.	E. S. E.	3				30.24	64	62	59	63	B.C.	cir. cum.	7	V	
2	57	70.7	"	"	2-3				30.22	64	62	59	63	"	"	7	"	
3	53	75.5	"	"	2-3				30.21	64	62	59	63	"	"	7	"	
4	52	80.7	"	East	2-3				30.21	64	63	59	63	"	"	3	"	
5	55	86.2	"	"	3				30.21	64	62	60	63	"	cum	2	S.S.	
6	52	91.4	"	E. by S.	4				30.22	64	63	60	62	"	"	2	"	
7	53	96.7	"	"	3				30.23	64	63	60	62	"	"	2	"	
8	57	2.4	"	"	4				30.23	64	63	60	62	"	"	5	"	
9	51	7.5	"	E. by N.	3				30.23	65	64	61	62	"	cum. str.	4	"	
10	19	11.3	"	"	2-3				30.24	66	65	61	62	"	"	2	"	
11	34	14.7	"	"	2-3				30.24	67	66	62	63	"	cir. cum. str.	6	"	
Noon.	51	19.8	"	"	2-3				30.24	69	67	63	63	"	"	6	"	

Course and distance made good since preceding noon by observations, S. 54° N. 110 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 30° 24'	"
	Longitude by D. R.	N. 70° 33'	"
	Latitude by observations of ☉	N. 30° 24'	"
	Longitude by chronometer from Forenoon Observations of ☉	N. 70° 35'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by S. R.	N. 30° 01'	"
	Longitude by from P. M. observation	N. 21° 11'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, ° ' "

Variation of the Compass by Azimuth ☉ observed at 4.54 P. M. " S. 77° N. N. 70° 35' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1950 "

Coal consumed during the preceding 24 hours, 3 tons 700 lbs.

Coal remaining on hand at Noon, 161 " 890 "

P. M.																		
1	48	24.6	N. S. N. $\frac{3}{4}$ N.	E. by S.	3				30.22	69	68	64	64	B.C.	cir. cum.	7	S	
2	48	29.4	"	"	3				30.21	68	67	63	64	"	"	6	"	
3	48	34.2	"	"	3				30.19	69	67	63	64	"	"	6	"	
4	50	39.2	"	"	3				30.19	70	68	64	64	"	"	6	"	
5	50	44.2	"	"	3				30.20	69	68	64	64	"	"	4	S.S.	
6	51	49.3	"	"	3				30.20	69	68	64	64	"	"	4	"	
7	50	54.3	"	"	3				30.21	69	68	64	64	"	"	5	"	
8	53	59.6	"	"	3				30.21	69	67	63	64	"	"	8	"	
9	55	65.1	"	E. by N.	3				30.22	68	67	62	64	"	"	7	"	
10	57	70.8	"	"	3				30.23	67	65	61	64	"	"	6	"	
11	54	76.2	"	"	3				30.22	67	65	61	64	"	"	6	"	
Mid.	54	81.6	"	"	3				30.21	66	64	61	64	"	"	6	"	

under the command of

Commander Theo. F. Jewell
Friday March 29th

, U. S. Navy,

, 1887.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Fair pleasant weather. Light to gentle breezes from E. S. E. shifting at 3:45 to N. E. by E. At 3:45 took in main topsail & miz. topmast staysail. On course N. S. W. $\frac{3}{4}$ W. under steam (2 boilers) & plain sail to royals fore mainsail, flying jib & spanker. Light swell from East.

B. A. Warring
Lieut. U. S. N.

From 4 to 8 A.M.:

Fair & pleasant; gentle to moderate breezes from E. by S. & East. Plain sail to royals, & steam in two boilers. Course N. S. W. $\frac{3}{4}$ W.

Hugh Rodman
Ensign U. S. N.

From 8 A.M. to Meridian:

Partly clear, pleasant. Light to gentle breezes from E. by N. At 9:30 mustered crew at quarters, & exercised divisions as follows: Nav. bayonet exercise; 1st Div. pistols; 2nd & 3rd Divs. rifles. At 9:47 stopped engines for 18 minutes, to allow Marines to fire at target. Started ahead at 10:15. Smooth sea.

M. B. Hoggatt
Ensign U. S. N.

From Meridian to 4 P.M.:

Fair & pleasant. Gentle breezes from E. by S. Ship under all square sail & jib. Steaming with two boilers. Sea smooth. Light swell from Eastward. Ship on course N. S. W. $\frac{3}{4}$ W.

H. B. Searing
Lieut. U. S. N.

From 4 to 6 P.M.:

Clear & pleasant. Gentle breeze from E. by S. No change in course steam, or sail. Long swell from E.

B. A. Warring
Lieut. U. S. N.

From 6 to 8 P.M.:

Clear & pleasant weather; gentle breezes from E. by S. Plain sail to royals, & steam under two boilers. Course N. S. W. $\frac{3}{4}$ W.

Hugh Rodman
Ensign U. S. N.

From 8 P.M. to Midnight:

Clear & pleasant. Gentle breezes from E. by N. On course N. S. W. - $\frac{3}{4}$ W. under steam, all square sail & jib. Smooth sea.

M. B. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

A. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Rate,

Steamer Essex

At sea making the passage from Funchal Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 10.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1	51	86.7	N. S. $N\frac{3}{4}N$.	East	3					30.16	66	64	61	64	bc.	cir cum.	6	S.	
2	52	91.9	"	"	3					30.15	66	64	61	64	"	"	6	"	
3	51	97.0	"	"	3					30.15	66	64	60	64	"	"	6	"	
4	51	2.1	"	E by S.	3					30.14	66	64	60	64	"	"	7	"	
5	46	6.7	"	"	3					30.14	65	64	60	64	"	"	4	"	
6	48	11.5	"	"	3					30.15	65	64	60	64	"	"	3	"	
7	50	16.5	"	"	3					30.15	65	64	60	64	"	"	3	"	
8	51	21.6	"	"	3					30.17	65	64	61	64	"	"	3	"	
9	53	26.9	"	"	3					30.17	66	65	61	65	"	"	5	"	
10	46	31.5	"	"	2-3					30.18	67	66	62	65	"	"	6	"	
11	57	36.7	"	"	3					30.17	69	68	64	65	"	"	7	"	
Noon.	59	43.6	"	"	3					30.17	71	70	64	65	"	"	7	"	

Course and distance made good since preceding noon by observations, $\text{S. } 56^{\circ} \text{ W. } 119$ knots. tenths.

Position at Noon: Latitude by D. R. $N. 29^{\circ} 12'$ "
 Longitude by D. R. $W. 22^{\circ} 28'$ "
 Latitude by observations of \odot $N. 29^{\circ} 17'$ "
 Longitude by chronometer from Forenoon Observations of \odot $W. 22^{\circ} 26'$ "

Position at 3 A. M. Latitude by " " "
 Longitude by " " "

Position at 3 P. M. Latitude by $N. 28^{\circ} 52'$ "
 Longitude by $N. 23^{\circ} 03'$ "
 from P. M. observation

Current during the time, knots 2 tenths per hour, setting to the $N. 20^{\circ} E.$

Variation of the Compass by Amplitude \odot observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude \odot observed at Sunset, " " "

Variation of the Compass by Azimuth \odot observed at 720 A. M. $S. 75^{\circ} W. - N. 30^{\circ} 35'$ "

Variation of the Compass by Azimuth \odot observed at 455 P. M. $S. 57^{\circ} W. - N. 70^{\circ} 05'$ "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1650 "

Coal consumed during the preceding 24 hours, 3 tons 430 lbs.

Coal remaining on hand at Noon, 158 " 460 "

P. M.																		
1	48	47.4	N. 70. N. $\frac{3}{4}$ N.	East	2-3				30.17	71	70	65	65	b. c.	cir. cum.	6	✓	
2	55	52.9	"	E. by S.	2-3				30.16	70	69	63	65	"	"	5	"	
3	53	58.7	"	E. S. E.	2-3				30.15	70	69	63	65	"	"	6	"	
4	49	63.1	"	"	2-3				30.14	70	68	63	65	"	"	6	"	
5	50	68.1	"	E. by S.	3				30.14	70	68	64	65	"	per cum. strax.	5	"	
6	50	73.1	"	"	3				30.12	68	68	63	65	"	"	4	"	
7	53	78.4	"	E. by N.	3				30.12	70	67	63	65	"	cir cum.	4	"	
8	53	83.7	"	"	3				30.12	73	67	63	65	"	"	5	"	
9	55	89.2	"	E. by S.	3				30.12	68	67	63	65	"	"	6	"	
10	58	95.0	"	"	3				30.12	68	67	63	65	"	"	3	"	
11	55	100.5	"	"	3				30.12	67	66	63	65	"	"	6	"	
Mid.	53	5.8	"	"	3				30.11	67	66	62	65	"	"	2	"	

under the command of

Commander Theo. F. Jewell, U. S. Navy,
Saturday March 30th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced 5 until 4 A.M.:

Clear & pleasant. Gentle breeze from East
& E by S. Smooth sea. Under jib, square sail except mainsail, &
steam in two boilers. Steering course N. S. W. $\frac{3}{4}$ W.

From 4 to 8 A.M.:

Fair, pleasant weather. Light to gentle breeze
from E. by S. At 6:15 set main trysail, took it in at 7:30. At end of watch
on course, N. S. W. $\frac{3}{4}$ W. under same sail & steam as previous watch. Long
swell from E.

H. C. Gearing.

Lieut. U. S. N.

From 8 A.M. to Meridian:

Fair & pleasant. Light to gentle breeze from E. by S.
Ship steaming with two boilers & all square sail & jib on course N. S. W. $\frac{3}{4}$ W.
Sea smooth. Long swell from E.

From Meridian to 4 P.M.:

Fair & pleasant. Light to gentle breeze from
East to E. S. E. Under steam & all square sail. Steering course N. S. W. $\frac{3}{4}$ W.
Pat. log at end of watch 63.1

Hugh Rodman

Ensign U. S. N.

From 4 to 6 P.M.:

Fair & pleasant. Gentle breeze from E. by S. Smooth sea.
At 5:00 went to quarters for muster. No change in steam, or sail, nor course.

M. B. Hoggatt

Ensign U. S. N.

From 6 to 8 P.M.:

Cloudy, pleasant weather. Gentle breeze from E. by N.
No change in course, steam or sail. Long Ely swell.

H. C. Gearing.

Lieut. U. S. N.

From 8 P.M. to Midnight:

Fair, warm, pleasant weather, light breeze from
E. by N. Square sail to royals, & steam in two boilers. Smooth sea.

R. T. Welling

Lieut. U. S. N.

Hugh Rodman

Ensign U. S. N.

Examined and found to be correct.

W. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer

Essex

, 3^d Rate,

Alsea, making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	54	11.7	N. S. N. $\frac{3}{4}$ N.	E. by N.	3-4				30.10	67	66	62	65	O.C.	cum	0	
2	55	16.7	"	"	3				30.08	67	66	62	65	O.C. d.	"	0	
3	54	22.1	"	"	3				30.07	66	65	62	65	O.C.	"	0	
4	57	27.3	"	"	3				30.06	66	65	62	65	"	"	0	
5	53	32.6	"	E. by S.	3				30.04	67	65	62	65	O.	"	0	
6	53	37.9	"	"	3				30.05	66	65	62	65	"	"	0	
7	53	43.7	"	E. S. E.	3				30.07	67	65	62	65	"	"	0	
8	54	48.6	"	"	3				30.07	66	65	61	65	"	"	0	
9	55	54.1	"	"	3				30.07	66	65	61	65	"	"	0	
10	56	59.7	"	"	3				30.08	67	66	62	65	O.C.	air cum	1	
11	53	65.0	"	"	3				30.08	67	66	62	66	"	"	2	
Noon.	56	70.6	"	"	3				30.08	68	67	62	66	"	"	3	

Course and distance made good since preceding noon by observations, $\text{S. } 53^{\circ} \text{ N. } 123$ knots. tenths.

Position at Noon:	Latitude by D. R.	N. $28^{\circ} 02'$	"
	Longitude by D. R.	N. $24^{\circ} 24'$	"
	Latitude by observations of \odot	N. $28^{\circ} 04'$	"
	Longitude by chronometer from Forenoon Observations of \odot	N. $24^{\circ} 18'$	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by S. R.	N. $27^{\circ} 40'$	"
	Longitude by $\text{from P. M. observation}$	N. $24^{\circ} 57'$	"

Current during the time, knots 25 tenths per hour, setting to the $\text{N. } 20^{\circ} \text{ E.}$ Variation of the Compass by Amplitude \odot observed at Sunrise, ship's head " " "Variation of the Compass by Amplitude \odot observed at Sunset, " " "Variation of the Compass by Azimuth \odot observed at $5:00 \text{ p.m.}$ $\text{S. } 74^{\circ} \text{ N.}$ $\text{N. } 21^{\circ} 35'$ "Variation of the Compass by Azimuth \odot observed at " " "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1350 "

Coal consumed during the preceding 24 hours, 4 tons 1880 lbs.

Coal remaining on hand at Noon, 153 " 820 "

P. M.																		
1	57	75.8	N. S. N. $\frac{3}{4}$ N.	E. by S.	3				30.06	68	67	61	67	O.C.	air cum	3		
2	57	81.0	"	"	3				30.04	68	67	62	67	"	"	4		
3	49	85.9	"	"	3				30.03	68	67	63	67	"	"	4		
4	48	90.7	"	"	3				30.03	68	67	63	67	"	"	4		
5	48	95.5	"	E. S. E.	3				30.05	70	69	64	67	"	"	6		
6	45	100.	"	"	3				30.05	69	68	64	66	"	"	7		
7	48	4.8	"	"	3				30.06	69	68	64	66	"	air cum strat.	7		
8	47	9.5	"	"	3				30.08	69	68	64	66	"	"	8		
9	51	14.6	"	"	3				30.10	69	68	64	66	"	"	8		
10	50	19.6	"	"	3				30.10	69	68	64	66	"	"	8		
11	51	24.7	"	N. E. by E.	3				30.10	68	67	64	66	"	"	8		
Mid.	51	29.8	"	"	3				30.10	67	67	64	66	"	"	8		

under the command of

Commander Theo. F. Jewell
Sunday March 31st, 1889.

, U. S. Navy,

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 a.m.:

Overcast with very light rain second hour. Gentle to moderate breeze from E by N under steam & square sail on course N. S. N. $\frac{3}{4}$ N. Smooth sea.

From 4 to 8 a.m.:

Cloudy & pleasant. Gentle breeze from E by S. E. E. S. E. Smooth sea. No change in steam, sail or course.

M. Hoggatt
Ensign U. S. N.

From 8 a.m. to Meridian:

Cloudy pleasant weather. Gentle breeze from E. S. E. At 9:10 set m. topsail. At 9:30 inspected ah quarters. At 10:00 set spare jib as studding sail. Course, steam & sail as in previous watch save studding-sail. Long swell from E.

H. L. Gearing.

Lieut. U. S. N.

From Meridian to 4 P. M.:

Cloudy & pleasant weather. Gentle breeze from E by S. All square sail & jib, with spare jib set as port lower stunsail. Steaming with two boilers. Course N. S. N. $\frac{3}{4}$ N.

B. H. Wailing
Lieut. U. S. N.

From 4 to 6 P. M.:

Clear & pleasant. Gentle breeze from East. On course N. S. N. $\frac{3}{4}$ N. Smooth sea.

Hugh Coleman
Ensign U. S. N.

From 6 to 8 P. M.:

Clear & pleasant. Gentle breeze from East. No change in steam, sail or course.

M. Hoggatt
Ensign U. S. N.

From 8 P. M. to Midnight:

Fair, pleasant weather. Gentle breeze from East. E. N. E. by E. At 10:20 took in studding sail. Course N. S. N. $\frac{3}{4}$ N. sail & steam as in previous watch, save studding sail. Long swell.

H. L. Gearing
Lieut. U. S. N.

B. H. Wailing
Lieut. U. S. N.

Examined and found to be correct.

Ed. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea, making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at't'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	54	35.2	N. S. N. $\frac{3}{4}$ N.	N. E. by E.	3				30.09	67	67	64	66	B. C.	cir cum.	8	S. S.	
2	51	40.3	"	"	3				30.08	67	67	63	66	"	"	5	"	
3	52	45.5	"	"	3				30.07	67	66	62	66	"	"	8	"	
4	49	50.4	"	"	3				30.08	67	66	62	66	"	"	8	"	
5	51	55.5	"	"	3				30.09	67	66	63	66	"	"	8	"	
6	50	60.5	"	"	3				30.10	67	67	63	66	"	"	8	"	
7	49	65.4	"	"	3				30.11	67	66	63	67	"	"	6	"	
8	51	70.5	"	E. N. E.	3				30.13	68	66	63	67	"	"	6	"	
9	46	75.1	"	"	3				30.15	68	67	63	67	"	"	7	"	
10	50	80.1	"	"	3				30.16	69	68	64	67	"	"	7	"	
11	52	85.3	"	"	3				30.17	70	69	65	67	"	"	7	"	
Noon.	62	91.5	"	"	3				30.18	72	70	66	67	"	"	7	"	

Course and distance made good since preceding noon by observations, S. 55° W., 174 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 26° 51'	"
	Longitude by D. R.	W. 26° 07'	"
	Latitude by observations of ☉	N. 26° 52'	"
	Longitude by chronometer from Forenoon Observations of ☉	W. 26° 12'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by S. R.	N. 26° 25'	"
	Longitude by from P. M. observation	W. 26° 53'	"

Current during the time, knots 25 tenths per hour, setting to the N. 78° W.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, ° ' "

Variation of the Compass by Azimuth ☉ observed at 7:10 a. m. S. 73° W. W. 71° 40' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1050 "

Coal consumed during the preceding 24 hours, 1 tons 680 lbs.

Coal remaining on hand at Noon, 153 " 140 "

P. M.																		
1	51	96.6		N. S. N. $\frac{3}{4}$ N.	E. N. E.	3			30.18	72	70	66	67		B. C.	air cum.	4	S.
2	52	1.8		"	"	3			30.18	72	70	66	67		"	"	6	"
3	56	7.4		"	"	3			30.18	72	70	66	67		"	"	4	"
4	55	12.9		"	"	3			30.18	73	71	66	67		"	"	6	"
5	60	18.9		"	"	3			30.17	73	72	66	67		"	"	7	M. S.
6	61	25.0		"	"	4			30.17	71	70	65	68		"	"	7	"
7	60	31.0		"	"	4			30.19	70	69	65	68		"	"	7	"
8	60	37.0		"	"	4			30.21	70	69	65	68		"	"	6	"
9	66	43.6		"	E. by N.	4			30.22	70	69	65	68		"	"	7	"
10	65	50.1		"	"	4			30.23	70	68	64	68		"	"	7	"
11	65	56.6		"	"	4			30.22	69	68	63	69		"	"	7	"
Mid.	63	62.9		"	"	4			30.21	69	67	63	69		"	"	7	"

under the command of

Commander Theo. F. Jewell

, U. S. Navy,

Monday April 1st 1889. 18

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^E until 4 a.m.:

Clear, warm, pleasant weather; gentle breeze from N.E. by E. Smooth sea, long swell from N.W. Square sail to royals & steam in two boilers. Course N.S.W. $\frac{3}{4}$ W.

From 4 to 8 a.m.:

Clear & pleasant. Gentle breeze from N.E. by E. and E.N.E. On course N.S.W. $\frac{3}{4}$ W. Square sail to royals & jib. Smooth sea, with long swell from E.N.E.

Hugh Rodman
Ensign U.S.N.

From 8 a.m. to Meridian:

Fair & pleasant. Gentle breeze from E.N.E. At 9:30 set spare jib as stbd. staysail. Went to quarters for inspection, after quarters called all hands abandon ship. Examined boat boxes etc. Examined magazine & shell room flood cocks, tested dry gun cotton & electrical apparatus & found all in good condition. At end of watch, under all square sail, jib & stbd. lower staysail & steaming with two boilers. On course N.S.W. $\frac{3}{4}$ W. Long swell from E. Smooth sea

M.B. Hoggatt
Ensign U.S.N.

From Meridian to 4 P.M.:

Clear & pleasant. Gentle breeze from E.N.E. At 1:40 lit fires in No. 2 boiler for distilling. No change in steam, sail or course.

H.C. Seaming.
Lieut. U.S.N.

From 4 to 6 P.M.:

Clear pleasant weather; moderate breeze from E.N.E. moderate sea, Square sail to royals. Steam in two boilers.

R.A. Waeeling
Lieut. U.S.N.

From 6 to 8 P.M.:

Clear & pleasant. Mod. breeze from E.N.E. On course N.S.W. $\frac{3}{4}$ W.

Hugh Rodman
Ensign U.S.N.

From 8 P.M. to Midnight:

Clear & pleasant. Moderate wind & sea from E. by N. No change in sail, steam or course. At 8:15 started the distiller.

M.B. Hoggatt
Ensign U.S.N.

H.C. Seaming.
Lieut. U.S.N.

Examined and found to be correct.

T. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea, making the passage from Funchal Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	6	1	69.0	N. S. N. $\frac{3}{4}$ N.	N. E. by E.	3-4			30.22	69	67	63	69	B. C.	air cum.	8	S.	
2	5	5	74.5	"	E. N. E.	3			30.22	69	67	63	69	"	"	7	"	
3	6	1	80.6	"	E. by N.	4			30.21	69	67	63	68	"	"	7	"	
4	6	2	86.8	"	"	4			30.21	69	67	63	68	"	"	8	"	
5	6	3	93.1	"	"	4			30.22	69	67	63	67	"	"	5	D. S.	
6	6	3	99.4	"	"	4			30.23	68	67	63	67	"	"	5	"	
7	0	6	108.2	Sailing Ship.	"	4			30.23	68	67	63	67	"	"	5	"	
8	4	2	4.8	N. S. N. $\frac{3}{4}$ N.	"	4			30.23	68	67	63	67	"	"	5	"	
9	6	0	10.8	"	E. ast.	4			30.26	70	68	63	68	"	"	7	M	
10	6	0	16.8	"	"	4			30.28	71	70	65	69	"	air strat.	7	"	
11	5	9	22.7	"	"	3-4			30.29	71	70	65	69	"	"	6	"	
Noon.	7	1	29.8	"	"	3-4			30.29	73	72	66	69	"	"	7	"	

Course and distance made good since preceding noon by observations, S. 55° N. 13.5 knots. tenths.

Position at Noon:	Latitude by D. R.	N. $25^{\circ} 29'$	"
	Longitude by D. R.	N. $28^{\circ} 15'$	"
	Latitude by observations of \odot	N. $25^{\circ} 34'$	"
	Longitude by chronometer from Forenoon Observations of \odot	N. $28^{\circ} 15'$	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by	N. $25^{\circ} 14'$	"
	Longitude by from P. M. observation.	N. $29^{\circ} 08'$	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude \odot observed at Sunrise, ship's head " " "Variation of the Compass by Amplitude \odot observed at Sunset, " " "Variation of the Compass by Azimuth \odot observed at 5.00 p. m. " West, N. $21^{\circ} 47'$ "Variation of the Compass by Azimuth \odot observed at " " "

Water expended during the preceding 24 hours, 3000 gallons.

Water Distilled during the preceding 24 hours, 11.50 "

Water remaining on hand fit for use at Noon, 1900 "

Coal consumed during the preceding 24 hours, 4 tons 80 lbs.

Coal remaining on hand at Noon, 148 " 60 "

P. M.																		
1	2	8	31.6	N. S. N. $\frac{3}{4}$ N.	East	4			30.29	74	72	66	69	B. C.	air cum.	6	M.	
2	4	6	36.2	West	"	4			30.26	72	71	66	69	"	"	6	"	
3	6	0	42.2	"	"	4			30.24	72	70	65	69	"	"	6	"	
4	6	2	48.4	"	"	4			30.22	72	70	64	69	"	"	6	"	
5	6	0	54.4	"	"	4			30.22	72	70	64	69	"	"	6	"	
6	6	2	60.6	"	"	4			30.24	72	70	64	69	"	"	5	S. H.	
7	6	3	66.9	"	"	4			30.26	72	70	64	69	"	"	4	"	
8	6	7	73.6	"	"	5			30.26	71	69	65	69	"	"	4	"	
9	6	2	79.8	"	"	4			30.26	70	69	64	69	"	"	7	"	
10	5	9	85.7	"	"	4			30.28	70	69	65	69	"	"	8	"	
11	5	9	91.6	"	"	4			30.29	70	69	64	69	"	"	8	"	
Mid.	6	2	97.8	"	"	4			30.28	70	69	65	69	"	"	8	"	
	6	0	3.8	"	"	4			30.27	70	68	64	69	"	"	8	"	

under the command of

Commander Theo. F. Jewell.
Tuesday, April 2nd

, U. S. Navy,
1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Until 4 A. M.:

Clear, pleasant weather with passing cumulo nimbus clouds. A gentle to moderate breeze from N. E. by E.; gentle breezes from E. N. E., moderate breezes from E. by N. At 12:10 took in studding sail. Steering a course N. S. N. $\frac{1}{4}$ N. At end of watch steaming with two boilers & under all plain sail to royals save flying jib, main sail & spanker.

From 4 to 8 A. M.:

B. G. Walling
Lieut. U. S. N.

Fair, warm, pleasant weather; moderate breezes from E by N. At 6:00 shortened sail, at 6:05 took in P. L. reading 100.0 & started to swing ship. Got bearing on 4 points when clouds obscured the sun, & further observations were suspended. At 7:10 put over p. log, put ship on course N. S. N. $\frac{1}{4}$ N. & set all square sail. Distilling

Hugh Rodman.
Ensign U. S. N.

From 8 A. M. to Meridian:

Fair & pleasant. Gentle to moderate breezes from East. Quarters for inspection at 9:30, followed by division drill as follows: 1st Div. bayonet exercise, 2nd Div. single sticks, 3rd & Powder Divs. small arms. Unbent old jib & bent new one. At 10:10 set port studding sail. Set clock back 8 1/2 mins. Moderate sea. At end of watch steering course N. S. N. $\frac{3}{4}$ N.

From Meridian to 4 P. M.:

M. Hoggatt
Ensign U. S. N.

Fair & pleasant. Moderate breezes from East. At 12:15 changed course to West, P. L. 31.6. At 1:15 shifted stunsail to starboard side. Ship under all square sail & stunsail. Steaming with two boilers, On course West. Moderate sea. Ship rolling easily.

H. G. Seaming.
Ensign U. S. N.

From 4 to 6 P. M.:

Fair, pleasant weather. Moderate breezes from East. No change in course, steam, or sail. Heavy swell from E. N. E. Ship rolling easily but deeply.

From 6 to 8 P. M.:

B. G. Walling
Lieut. U. S. N.

Fair, pleasant, warm weather, fresh Ely. breeze, moderating last hour. Square sail to royals, & steaming the course West, under two boilers. Moderate long sea. Distilling.

Hugh Rodman.

Ensign U. S. N.

From 8 P. M. to Midnight:

Clear & pleasant. Mod. breeze from East. At 10:20 took in stunsail. Moon set at 8:10. On course West. Ship rolling deeply at times to long swell from E. N. E. Distilling

M. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

E. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea, making the passage from Funchal, Madeira, to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	64	10.2		West.	East.	4			30.25	70	68	64	69	B.C.	air cum.	7	M	
2	62	16.4		"	"	4			30.24	70	68	64	69	"	"	7	"	
3	61	22.5		"	"	4			30.24	70	68	64	69	"	"	8	"	
4	64	28.9		"	"	4			30.24	69	68	64	69	"	"	6	"	
5	68	35.7		"	"	4-5			30.24	69	68	64	69	"	"	2	M.S.H.	
6	74	44.1		"	"	5-6			30.24	69	68	64	69	"	"	2	"	
7	70	50.1		"	"	5-6			30.27	69	68	64	69	"	"	3	"	
8	71	57.2		"	"	5-6			30.28	70	68	64	69	"	"	6	"	
9	72	64.4		"	"	5			30.28	71	69	65	70	"	"	6	M	
10	73	71.7		"	"	5			30.28	71	70	66	70	"	"	5	"	
11	72	78.9		"	"	5			30.28	71	70	67	70	"	"	6	"	
Noon.	82	87.1		"	"	5			30.27	72	71	67	71	"	"	6	"	

Course and distance made good since preceding noon by observations, *S. 67° W. 158* knots. tenths.

Position at Noon: { Latitude by D. R. *N. 24° 35'* "

{ Longitude by D. R. *N. 30° 56'* "

{ Latitude by observations of ☉ *N. 24° 34'* "

{ Longitude by chronometer from Forenoon Observations of ☉ *N. 30° 58'* "

Position at 8 a. m. { Latitude by " " "

{ Longitude by " " "

Position at 8 P. M. { Latitude by *D.R.* *N. 24° 19'* "

{ Longitude by *D.R.* *N. 31° 56'* "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at *6.55 a.m. West N. 21° 52'* "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 300 gallons.

Water *Distilled* during the preceding 24 hours, 800 "

Water remaining on hand fit for use at Noon, 2550 "

Coal consumed during the preceding 24 hours, 3 tons 700 lbs.

Coal remaining on hand at Noon, 144 " 1600 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.											
1	24	89.5		West.	East.	4-5			30.2773	72	67	71		B.C.	air cum str.	5	M
2	49	94.4		"	"	4-5			30.2773	71	67	71		"	"	5	"
3	71	101.5		"	"	5			30.2573	71	67	71		"	"	4	"
4	68	8.3		"	"	5			30.2373	71	66	71		"	"	3	"
5	68	15.1		"	"	5			30.2373	70	66	72		"	air cum	3	"
6	72	22.3		"	"	6			30.2272	70	66	72		"	"	2	"
7	66	28.9		"	"	6			30.2272	70	66	72		"	"	2	"
8	67	35.6		"	"	5-6			30.2372	70	66	72		"	"	3	M.S.H.
9	65	42.1		"	"	4-5			30.2671	70	66	72		"	cum nub.	2	"
10	66	48.7		"	"	4-5			30.2672	69	65	72		B.C.f.	"	2	M.S.
11	70	55.7		"	"	5			30.2671	70	66	72		"	"	2	"
Mid.	70	62.7		"	"	5			30.2571	70	66	72		B.C.	"	4	"
	69	69.6		"	"	5			30.2471	70	66	72		B.C.f.	"	2	"

under the command of

Commander, Thos. F. Jewell
Wednesday April 3^d,

, U. S. Navy,
1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Generally clear & pleasant. Moderate breeze & swell from East. Ship rolling easily. At 2:30 stopped the distiller with the tanks full. Allowed fires to die out under No. 2 boiler. Steaming with boilers Nos. 6 & 8. Under jib & square sail to royals except the mainsail. Course, West.

From 4 to 8 A. M.:

Cloudy, pleasant weather. Moderate to fresh breeze from East. Moderate following sea, with long heavy swell from E. N. E. No change in steam or sail. On course West.

H. C. Gearing.
Lieut. U. S. N.

From 8 A. M. to Meridian:

Cloudy & pleasant. Fresh breeze from East. Moderate following sea with long heavy swell from E. N. E. Ship rolling easily. At 9:30 went to quarters for inspection. Exercised powder division at stations. At 10:18 stopped engines, uncoupled propeller & allowed fires in boilers 6 & 8 to die out. At 11:00 set clock back 10 minutes. At end of watch ship under all square sail, except mainsail, & jib, on course West.

B. A. Wadding
Lieut. U. S. N.

From Meridian to 4 P. M.:

Cloudy & pleasant. Stiff to moderate breeze from East. At 11:20 changed course to N. by N. Port fore royal sheet carried away, took in fore royal, rood off new sheets & set the sail again. Mod. sea from E. N. E. ship rolling heavily at times. At end of watch, under all square sail, steering course N. by N.

Hugh Rodman
Ensign U. S. N.

From 4 to 6 P. M.:

Cloudy & pleasant. Fresh breeze from East. Moderate sea with the wind. At 5:00 mustered at quarters. No change in sail or course. Pumped out the ship.

W. H. Hoggatt
Ensign U. S. N.

From 6 to 8 P. M.:

Cloudy, pleasant weather. Stiff to fresh breeze from East. Moderate following sea from E. N. E. with long heavy swell. Ship rolling deeply at times. No change in course or sail.

H. C. Gearing.
Lieut. U. S. N.

From 8 P. M. to Midnight:

Cloudy, warm weather, with light passing showers, fresh breeze from East varying slightly in force when rain clouds passed overhead. Long moderate sea causing propeller to race at times. Square sail to royals & jib course N. by N. At 10:00 port fore top gallant sheet carried away from chafing. Clewed up sail & reset it at 10:12.

B. A. Wadding
Lieut. U. S. N.

Hugh Rodman
Ensign U. S. N.

Examined and found to be correct.

E. D. Gallagher
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea, making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	71	76.7	N 1/2 N.	East	5				30.23	70	70	67	71	O.C.D.	cum nim.	0	M.S.	
2	59	83.6	"	"	5				30.22	70	69	66	71	"	"	0	M.S.	
3	68	90.4	"	E by S.	5				30.21	70	69	66	71	O.C.P.	"	0	"	
4	68	97.2	"	"	5				30.20	70	69	65	71	O.C.	"	0	"	
5	68	4.0	"	East	5				30.20	70	68	65	71	"	"	0	M.	
6	68	10.8	"	"	5				30.18	70	68	65	70	O.C.N.	"	0	"	
7	67	17.5	"	E by N.	5				30.20	69	67	65	70	"	"	0	"	
8	69	24.4	"	"	5				30.23	70	67	65	70	"	"	0	M.S.	
9	74	31.8	"	"	5				30.24	70	67	65	70	"	"	0	"	
10	64	38.2	"	"	4.5				30.25	70	67	65	71	"	"	0	"	
11	52	43.4	"	E by S.	4				30.25	70	69	65	71	O.C.	"	0	"	
Noon.	72	50.6	"	E by N.	4.5				30.25	70	69	65	71	"	"	0	"	

Course and distance made good since preceding noon by observations, S. 74° W. 164 knots. tenths.

Position at Noon:	Latitude by D. R.	23° 49'	"
	Longitude by D. R.	33° 50'	"
	Latitude by observations of ☉	"	"
	Longitude by chronometer from Forenoon Observations of ☉	"	"
Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"
Position at 8 P. M.	Latitude by D. R.	23° 34'	"
	Longitude by D. R.	34° 45'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2250 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 144 " 1200 "

P. M.																		
1	65	57.1	N 1/2 N.	E by N.	4.5				30.22	69	67	64	71	o.c.g.n.	cum nim.	0	M.S.	
2	64	63.5	"	"	4.5				30.21	69	69	65	71	o.c.p.	"	0	"	
3	61	69.6	"	"	4.5				30.20	69	69	65	71	"	"	0	"	
4	60	75.6	"	East	4.5				30.20	70	70	66	71	"	"	0	"	
5	78	83.4	"	N. E by E.	4.5				30.20	69	67	66	71	o.c.p.g.	"	0	"	
6	69	90.3	"	E by N.	4.5				30.21	69	68	66	71	"	"	0	"	
7	67	97.0	"	East	5				30.22	70	69	66	71	o.c.d.	"	0	M.	
8	68	3.8	"	E. S. E.	4.6				30.23	70	69	66	71	o.c.	"	0	"	
9	55	10.5	West.	"	4.5				30.25	70	69	66	71	o.c.	cir cum	7	M.	
10	65	17.0	"	"	4.5				30.24	70	69	66	71	"	"	5	"	
11	58	22.8	"	East	4				30.24	70	69	66	71	o.c.	cum nim.	0	"	
Mid.	60	28.8	"	"	4				30.24	70	69	65	71	o.c.N.	"	0	"	

under the command of

Commander Thos. F. Jewell
Thursday April 4th

, U. S. Navy,
1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced & until 4 A.M.:

Overcast, with occasional drizzling rain & light passing showers. Stiff breeze from East & E by S. On course N. $\frac{1}{2}$ N. under square sail to royals & jib. Ship rolling deeply at times to mod. long sea & swell from E. N. E.

M. B. Hoggatt

From 4 to 8 A.M.:

Overcast. Light rain greater part of watch. Stiff breeze from East & E by N. Moderate sea. No change in sail or course.

Ensign U. S. N.

From 8 A.M. to Meridian:

H. E. Seaming

Lieut. U. S. N.

Overcast & raining. Moderate to fresh breeze from E by N. to E by S. Moderate sea. Took in fore & top sail & royal, secured fore & top sheets, set the sails again. At 11:20 set m. trysail. Steering course N. $\frac{1}{2}$ N. under all square sail. Long swell from Eastward.

B. D. Waebling

Lieut. U. S. N.

From Meridian to 4 P.M.:

Overcast, squally & raining. Moderate to fresh breeze from E by N. fresh three hours & from East last hour. At 12:30 took in royals to light squall from N. E. & E. Set royals again at 12:40. At 1:00 set starboard stunsail & miz. topmast staysail. At 3:20 took in miz. topmast staysail & main trysail. Steering course N. $\frac{1}{2}$ N. under all square sail, jib & starboard stunsail.

Hugh W. Rodman

Ensign U. S. N.

From 4 to 6 P.M.:

Overcast, squally, with passing showers. Mod. to stiff breeze from N. E by E. to E by N. At 4:10 set m. trysail, & at 5:45 took it in. Took in stunsail at 4:20. On course N. $\frac{1}{2}$ N. Ship rolling easily at times to mod. sea from E. N. E.

M. B. Hoggatt

Ensign U. S. N.

From 6 to 8 P.M.:

Overcast. Light drizzling rain first hour. Stiff to fresh breeze from East, first hour, & from S. E by E. last hour. At 6:17 clewed up j. to gale & royal; reset them & set m. trysail at 7:30. Steering course N. $\frac{1}{2}$ N.

H. E. Seaming

Lieut. U. S. N.

From 8 P.M. to Midnight:

Cloudy, with occasional moonlight & starlight; rain last hour. Moderate to stiff breeze from E. S. E., moderate breezes from East. At 8:10 changed course to N. E. At 10:20 took in main trysail. At end of watch on course under plain sail to royals save flying jib, mainsail & spanker. Long swell from Eastward; ship rolling easily, & deeply at times.

B. D. Waebling

Lieut. U. S. N.

Examined and found to be correct.

D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

Rate,

At sea, making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	6 5	35.3		West	E. by N.	4-5			30.23	70	69	66	71	B. c. p.	Qu. cum. nim.	3	M.S.	
2	7 7	42.5		"	E. N. E.	4-6			30.21	69	69	66	71	B. c. p. g.	"	2	"	
3	6 5	49.0		"	"	4-5			30.20	69	68	66	71	"	"	2	"	
4	6 5	55.5		"	E. by N.	4-5			30.18	69	69	66	71	"	"	3	"	
5	7 1	62.6		"	E. by S.	5			30.17	69	68	65	71	B. c. p.	"	3	"	
6	6 6	69.7		"	East.	5			30.17	70	69	66	72	B. c.	Qu. cum. str. nim.	5	"	
7	6 5	75.7		"	"	5			30.18	70	69	66	72	"	"	5	"	
8	6 4	82.1		"	E. by N.	5			30.20	70	69	66	72	"	"	6	"	
9	6 6	88.7		"	East	4-5			30.19	72	70	67	73	"	Qu. cum. nim.	5	"	
10	6 4	95.1		"	"	4-5			30.22	72	70	67	73	B. c. p.	"	4	"	
11	6 5	1.6		"	"	5			30.22	73	70	68	73	"	"	4	"	
Noon.	7 6	9.2		"	"	5			30.20	73	72	69	73	B. c.	Qu. cum.	6	"	

Course and distance made good since preceding noon by observations, S. 74° N. 158 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 22° 55'	"
	Longitude by D. R.	N. 36° 31'	"
	Latitude by observations of ☉	N. 23° 06'	"
	Longitude by chronometer from Forenoon Observations of ☉	N. 36° 36'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by S. R.	N. 22° 45'	"
	Longitude by S. R.	N. 37° 33'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1950 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 144 " 800 "

P. M.																		
1	6 8	16.0	West	East	5-6	30.19	75	73	69	73	B. c.	cir cum	4	M.				
2	6 6	22.6	"	E. N. E.	5-6	30.18	74	71	67	73	"	"	3	"				
3	6 9	29.5	"	E. by S.	5-6	30.18	74	71	67	73	O. N.	"	2	"				
4	7 2	36.7	"	E. N. E.	5-6	30.17	72	69	66	73	O. c. N.	cum nim	0	"				
5	7 1	43.8	"	"	5-6	30.17	71	70	67	72	B. c.	"	3	"				
6	7 2	51.0	"	"	5-6	30.17	71	70	67	72	"	"	3	"				
7	7 6	58.6	"	"	5-6	30.19	72	71	67	72	"	"	3	"				
8	7 3	65.9	"	East	5	30.21	72	72	68	72	B. c. p.	"	3	"				
9	7 4	73.3	"	"	6	30.21	72	71	68	72	B. c.	"	4	"				
10	7 2	80.5	"	"	6	30.21	72	71	68	73	"	"	4	"				
11	6 9	87.4	"	"	6	30.20	72	72	69	73	B. c. p.	"	4	"				
Mid.	7 1	94.5	"	"	6	30.20	72	72	69	73	"	"	3	"				

under the command of

Commander Theo. F. Jewell,
Friday April 5th

, U. S. Navy,
1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Cloudy, squally, rainy weather, fresh breeze from E by N. to E. N. E. Moderate sea, causing the ship to roll heavily the last two hours. Square sail to royals, & jib. Course, West

From 4 to 8 A. M.:

Bearing, pleasant weather. Very light passing shower first hour. Stiff breeze from E by S. to E by N. On course West, under all square sail & jib. Ship rolling deeply at times to mod. sea from E. N. E.

Hugh Buchanan
Ensign U. S. N.

From 8 A. M. to Meridian:

Cloudy, squally & rainy first three hours. Bearing & pleasant. Last hour. Moderate to fresh breezes from East. At 9:30 went to quarters for inspection & muster. Passed quantity of "gulf weed" in water during watch. Ship under all square sail except main sail, & jib on course West.

M. Hoggatt
Ensign U. S. N.

From Meridian to 4 P. M.:

Cloudy weather; rainy last half. Stiff to fresh breezes from E. N. E. to E by S. No change in course or sail, except set main trysail at 1:00, took it in at 2:40, & set it at 3:15. Moderate sea with long swell astern. Ship rolling & pitching deeply but easily.

H. Gearing
Lieut. U. S. N.

From 4 to 6 P. M.:

Fair, pleasant weather; stiff breeze from E by N. Plain sail to royals, except spanker. Moderate sea. Course West.

B. T. Welling
Lieut. U. S. N.

From 6 to 8 P. M.:

Partly clear, with light passing shower last hour. Stiff breeze from E. N. E. to East. At 7:45 took in m. trysail. On course, West.

Hugh Buchanan
Ensign U. S. N.

From 8 P. M. to Midnight:

Fair to cloudy weather. Fresh breeze from East. Moderate sea with the wind. Light passing spits of rain latter part. Moon set about 10:30. Steering course West.

M. Hoggatt
Ensign U. S. N.

H. Gearing
Lieut. U. S. N.

Examined and found to be correct.

T. D. Sawyer
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Ahead, making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.																	
1	71	1.6		Heck	East	5-6			30.20	72	71	65	73	b.c.p.	cum nim.	4	M.L.H.
2	68	8.5		"	"	5-6			30.18	72	71	65	73	"	"	2	"
3	70	15.4		"	"	5-6			30.16	72	71	65	73	"	"	2	"
4	69	22.3		"	"	5-6			30.15	72	72	68	72	"	cir.	7	"
5	68	29.1		"	"	5			30.16	72	72	68	73	b.c.	cir cum.	8	M.
6	68	35.9		"	"	5			30.16	72	72	68	73	"	"	8	"
7	68	42.7		"	"	5			30.18	72	72	68	73	"	"	7	"
8	68	49.5		"	"	5			30.19	72	72	68	73	"	"	8	"
9	69	56.4		"	"	5			30.20	74	72	69	73	"	"	7	"
10	63	62.7		"	"	5			30.20	75	73	70	73	b.c.p.g.	cir cum.	6	"
11	73	70.0		"	E. by S.	5			30.19	74	72	68	73	"	"	6	"
Noon.	78	77.8		"	"	5			30.20	76	75	71	73	"	"	5	"

Course and distance made good since preceding noon by observations, *S. 70° W. 172* knots. tenths.

Position at Noon: { Latitude by D. R. *22° 14'* "
 Longitude by D. R. *40° 29'* "
 Latitude by observations of ☉ *22° 10'* "
 Longitude by chronometer from Forenoon Observations of ☉ *40° 31'* "

Position at 8 a. m. { Latitude by " " "
 Longitude by " " "

Position at 8 P. M. { Latitude by *D.R.* *22° 03'* "
 Longitude by *D.R.* *40° 27'* "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1650 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 144 " 400 "

P. M.																		
1	6	3	84.1	West	East	4-5	30.19	76	74	71	73	b.c.p.g.	cir. cum nimb.	2	M.			
2	3	7	87.8	N. by N.	"	4-5	30.18	76	74	70	73	b.c.	"	4	"			
3	7	0	97.3	"	"	4-5	30.17	76	73	70	74	"	"	4	"			
4	6	6	3.9	"	"	4-5	30.17	76	74	70	74	"	"	4	"			
5	6	9	10.8	"	"	4-6	30.17	75	72	69	74	b.c.d.	"	5	M.L.H.			
6	6	4	17.2	"	"	4-6	30.18	75	72	69	74	b.c.	"	5	"			
7	6	5	23.7	"	E. by N.	4-6	30.18	75	72	69	74	"	cir. cum strat.	3	"			
8	6	6	30.3	"	East	4-5	30.18	75	72	69	74	"	"	5	"			
9	2	3	32.6	N. N. W. 1/2 N.	E. by S.	4	30.20	75	74	70	74	"	"	6	"			
	4	0	36.6															
10	6	3	42.9	"	"	4	30.21	74	73	69	74	"	"	6	"			
11	6	2	49.1	"	"	4	30.21	75	74	70	74	"	"	6	"			
Mid.	6	2	55.3	"	"	4	30.21	75	74	70	74	"	"	8	"			

under the command of

Commander Thos. F. Jewell,
Saturday April 6th

, U. S. Navy,

1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Generally cloudy weather, with occasional bright starlight. Light passing showers. Stiff to fresh breezes from East. On course, West, under plain sail to royals, save flying jib, main sail & spanker. Moderate sea with long swell from E. Ship rolling deeply & easily.

B. A. Walling

From 4 to 8 A.M.:

Lieut. U. S. N.

Clear, pleasant, warm weather, fresh breeze from East. Plain sail to royals. Moderate sea.

Hugh Rodman

From 8 A.M. to Meridian:

Ensign U. S. N.

Cloudy & squally, with passing showers of rain. Stiff breezes from East to E. by S. Moderate following sea. At 10:00 set main trysail & took it in at 11:07. Making course West, under square sail to royals, & jib. At end of watch, P. log read 11.8. Set clock back 9 minutes last hour.

W. B. Hoggatt

Ensign U. S. N.

From Meridian to 4 P.M.:

Cloudy & squally with passing drizzles. Moderate to fresh breezes from East. Released John Frawley (Lds) & R. J. Young (Lds) by order of Comdg. Officer. At 12:50 set main trysail. At 1:35 changed course to N. by N. & took in m. trysail. P. log 87.8. At end of watch, ship on course N. by N. under jib & all square sail except main-sail.

H. C. Gearing

Lieut. U. S. N.

From 4 to 6 P.M.:

Fair, pleasant weather, light drizzle first hour; rain squalls about horizon. Moderate breezes from East, freshening with passing squalls. At 5:55 set main trysail, sail otherwise as previous watch. Moderate sea with long heavy swell from E. by N. Ship rolling and pitching deeply.

B. A. Walling

Lieut. U. S. N.

From 6 to 8 P.M.:

Fair, pleasant weather; fresh breeze from E. by N. to East. Plain sail to royals; at 7:15 took in m. trysail. Moderate sea, causing the ship to roll heavily at times.

Hugh Rodman

Ensign U. S. N.

From 8 P.M. to Midnight:

Clear & pleasant. Mod. wind from E. by S. At 8:11 changed course to N. N. W. by W. P. log 32.6. At 9:05 set main trysail, & at 9:30 took it in. Square sail to royals & jib. Ship rolling deeply but easily at times to mod. sea from E. N. E.

W. B. Hoggatt

Ensign U. S. N.

Examined and found to be correct.

Ed. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea, making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	58	61.1	N. N. W. 1/2 N.	E by N.	4				30.19	74	73	69	74	b. c.	cir	7	M.	
2	62	67.3	"	E by S.	5				30.17	74	72	69	74	"	"	8	"	
3	54	72.7	"	East	4				30.17	74	72	69	74	"	"	8	"	
4	51	77.8	"	"	4				30.15	74	73	69	74	"	"	8	"	
5	53	83.1	"	"	4				30.15	73	72	69	74	"	"	8	N. E.	
6	52	88.3	"	"	4				30.17	73	72	69	74	"	"	4	"	
7	59	94.2	"	"	4-5				30.18	73	72	68	74	b. c. p.	"	4	"	
8	59	100.1	"	"	4-5				30.20	73	72	70	74	"	cum nim	2	"	
9	57	6.8	"	"	4-5				30.21	72	71	68	74	"	"	7	"	
10	65	13.3	"	"	4-5				30.22	73	73	69	74	b. c.	cum	6	"	
11	67	20.0	"	"	4-5				30.21	74	73	69	74	"	"	4	"	
Noon.	77	27.7	"	"	4-5				30.20	73	72	70	74	b. c. p.	cum nim	4	"	

Course and distance made good since preceding noon by observations, S. 87° W. 151 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 22° 03'	"
	Longitude by D. R.	W. 42° 13'	"
	Latitude by observations of ☉	N. 22° 02'	"
	Longitude by chronometer from Forenoon Observations of ☉	W. 42° 14'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by D.R.	N. 22° 04'	"
	Longitude by from P.M. sight	W. 43° 01'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand-fit for use at Noon, 1350 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 144 " — "

P. M.																		
1	60	33.7	N. N. W. 1/2 N.	East	4				30.19	73	72	69	74	b.c.	cir	6	M.	
2	60	39.7	"	"	4				30.18	75	73	70	74	"	"	8	"	
3	56	45.3	"	"	4				30.17	74	73	69	74	"	"	8	"	
4	55	50.8	"	"	4				30.15	74	73	69	74	"	"	6	"	
5	57	56.5	"	E. by N.	4				30.16	75	73	70	74	"	"	7	M.D.	
6	59	62.4	"	"	4				30.16	75	73	70	74	"	"	6	"	
7	59	68.3	"	"	4				30.16	75	73	70	74	"	"	6	"	
8	52	73.5	"	"	4				30.19	75	73	70	74	"	"	6	"	
9	55	79.0	"	East	4				30.20	75	74	71	74	"	"	7	"	
10	54	84.1	"	"	4				30.21	74	74	71	74	"	"	7	"	
11	52	89.6	"	"	4				30.20	74	74	71	74	"	"	7	"	
Mid.	48	94.4	"	"	4				30.20	74	74	71	74	"	"	7	"	

under the command of

Commander Theo. F. Jewell

, U. S. Navy,

Sunday April 7th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Clear & pleasant. Moderate to stiff breeze from E by S. to E. by N. Moderate sea. At 12:20 set m. Triesail & took it in at 1:45. Ahead of watch unless jib & square sail to royals except mainsail. Steering course N. N. W. $\frac{1}{2}$ N.

From 4 to 8 A. M.:

H. C. Searing.

Lieut. U. S. N.

Generally cloudy, with light passing showers last half. Moderate to stiff breezes from East. No change in course or sail. Moderate sea, with long heavy swell from East.

From 8 A. M. to Meridian:

B. G. Walling
Lieut. U. S. N.

Fair & pleasant with exception of rain squall at 10:45. Moderate to stiff breezes from East. At 9:30 had general muster & read Articles for the Good of the Navy. Set main & mizzen topmast staysails at 8:45 & took them in at 10:30. Heavy swell from East.

From Meridian to 4 P. M.:

Hugh Rodman
Ensign U. S. N.

Fair & pleasant. Moderate breezes from East. Moderate following sea. No change in sail since last watch. Ahead of watch, ship on course N. N. W. $\frac{1}{2}$ N.

From 4 to 6 P. M.

W. B. Hoggatt
Ensign U. S. N.

Clear & pleasant. Moderate breezes from E by N. No change in sail or course. Pumped out the ship.

From 6 to 8 P. M.:

H. C. Searing.

Lieut. U. S. N.

Fair, pleasant weather. Moderate breezes from E by N. Course & sail as previous watch. At 7:00 took in main triesail. Long swell from E by N. Ship rolling deeply but easily.

From 8 P. M. to Midnight:

B. G. Walling
Lieut. U. S. N.

Clear, pleasant, warm weather; moderate breezes from East. Moderate sea, causing occasional heavy rolls. Square sail to royals & jib. Course N. N. W. $\frac{1}{2}$ N.

Hugh Rodman
Ensign U. S. N.

Examined and found to be correct.

E. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea, making the passage from Funchal Madeira to New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	50	99.4	N. 16. 1/2 N.	E. by S.	4				30.20	74	74	71	74	b.c.	air cum.	8	Moh.
2	49	43	"	"	4				30.18	74	74	71	74	"	"	8	"
3	53	9.6	"	"	4				30.17	74	74	71	74	b.c. p.	circum nimb.	7	"
4	53	14.9	"	"	4				30.16	74	74	71	74	b.c.	"	8	"
5	53	20.2	"	E. N. E.	4				30.14	74	73	70	74	"	cum strat.	8	S. L.
6	55	25.7	"	E. by S.	4				30.17	74	73	70	74	"	"	7	"
7	58	31.5	"	E. N. E.	4				30.18	74	73	70	74	"	"	8	"
8	60	37.5	"	"	4				30.18	74	73	70	74	"	"	8	"
9	55	43.0	"	E. by N.	4				30.20	75	73	70	74	"	"	7	"
10	55	48.5	"	"	4				30.20	75	73	70	74	"	cum.	8	"
11	53	53.8	"	"	4				30.20	76	74	71	74	"	"	6	"
Noon.	64	60.2	"	"	4				30.20	76	75	71	74	"	"	5	"

Course and distance made good since preceding noon by observations, *N. 1° E.* 124 knots. tenths.

Position at Noon: Latitude by D. R. *N. 22° 07'* "
Longitude by D. R. *N. 44° 37'* "
Latitude by observations of ☉ *N. 22° 00'* "
Longitude by chronometer from Forenoon Observations of ☉ *N. 44° 28'* "

Position at 8 a. m. Latitude by " " "
Longitude by " " "

Position at 8 P. M. Latitude by *S. R.* *N. 22° 01'* "
Longitude by *S. R.* *N. 45° 11'* "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at *7:10 a.m.* " *N. 60° N.* *N. 14°* " "

Variation of the Compass by Azimuth ☉ observed at " " " "

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 143 "1840 "

P. M.																		
1	45	64.7	N. 16. 1/2 N.	E by N.	3-4				30.19	76	75	72	75	b.c.	Cir. cum.	4	S. L.	
2	49	69.6	"	E. by S.	3-4				30.17	76	75	71	75	"	"	2	"	
3	48	74.4	"	"	3-4				30.15	77	75	71	75	"	"	2	"	
4	47	79.1	"	"	3-4				30.13	77	75	72	75	"	"	2	"	
5	49	84.0	"	E by N.	3				30.13	77	75	71	75	"	"	1	"	
6	50	89.0	"	E. by S.	3				30.14	76	75	71	75	"	"	1	"	
7	52	94.2	"	E. N. E.	4				30.15	76	75	71	74	"	Cir. cum. strat.	1	"	
8	54	99.6	"	"	4				30.15	76	75	71	74	"	Cir. cum.	2	"	
9	61	5.7	"	"	4-5				30.15	76	75	71	74	"	"	3	"	
10	62	11.9	"	"	4-5				30.15	76	75	71	74	"	"	4	"	
11	61	18.0	"	"	4-5				30.15	75	75	72	74	"	"	1	"	
Mid.	58	23.8	"	"	4-5				30.15	75	75	72	74	"	"	2	"	

under the command of

Commander Theo. F. Jewell

, U. S. Navy,

Monday April 8th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^E until 4 A.M.:

Generally clear, with light passing shower third hour. Moderate breeze from E by S. On course N. N. W. $\frac{1}{2}$ W. Ship under all square sail ^E jib. Mod. decreasing sea from E. N. E.

M. B. Hoggatt

From 4 to 8 A.M.:

Clear ^E pleasant. Moderate breeze from E. N. E. ^E E. by S. Sea smooth, with a long, gentle swell from E. At 5:05 set the m. trysail, ^E at 7:15 set f. jib ^E main ^E mizzen topmast staysails. Steering course N. N. W. $\frac{1}{2}$ W. Pumped ship out.

Onsign U.S. N.

From 8 A.M. to Meridian:

Clear ^E warm. Moderate breeze from E. by N. Beat to general quarters at 9:30, secured at 9:56. Examined magazine ^E shell room flood cocks ^E electrical apparatus ^E found all in good condition. Under all plain sail except spanker ^E mainsail. Steering course N. N. W. $\frac{1}{2}$ W. Tared down.

H. B. S. saying.

Lieut. U.S. N.

From Meridian to 4 P.M.:

Cloudy ^E pleasant. Gentle to moderate breezes from E. by N. First hour ^E from back reef of watch. Served out small stores. Ship on course N. N. W. $\frac{1}{2}$ W.

B. H. Wallace

Lieut. U.S. N.

From 4 to 6 P.M.:

Cloudy ^E pleasant. Gentle breeze from E by N. ^E East. At 4:00 mustered crew at quarters. At 4:05 hauled down f. jib. On course N. N. W. $\frac{1}{2}$ W. Smooth sea, with long swell from E. N. E.

Hughes Robinson

Onsign U.S. N.

From 6 to 8 P.M.:

Cloudy ^E pleasant. Moderate breeze from E. N. E. No change in sail or course.

M. B. Hoggatt

Onsign U.S. N.

From 8 P.M. to Midnight:

Cloudy, pleasant weather. Moderate to stiff breezes from E. N. E. No change in course or sail. Moderate sea ^E swell from Eastward.

H. B. S. saying.

Lieut. U.S. N.

B. H. Wallace

Lieut. U.S. N.

Examined and found to be correct.

E. D. Calloway

Lieut. N. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	59	29.7	N. N. W. 1/2 N.	E. by N.	4				30.12	75	74	71	74	B. C.	air cum	3	S. S.	
2	53	35.0	"	"	4				30.10	75	74	71	74	B. C. p.	air cum	4	"	
3	55	40.5	"	E. by S.	4				30.09	75	73	72	74	"	"	3	"	
4	51	45.6	"	"	4				30.08	75	74	71	74	"	"	4	"	
5	46	50.2	"	E. S. E.	4				30.09	75	74	72	74	"	"	2	"	
6	51	55.3	"	"	4				30.10	76	74	72	74	"	"	2	"	
7	49	60.2	"	"	4				30.10	75	74	72	74	B. C.	"	4	"	
8	53	65.5	"	"	4				30.11	77	74	72	74	B. C. p.	"	5	"	
9	46	70.1	"	E. by S.	4				30.13	78	75	72	74	B. C.	air cum	7	"	
10	42	44.3	"	"	4				30.13	78	76	73	75	B. C. p.	"	7	"	
11	48	79.1	"	"	4				30.13	78	76	74	75	B. C.	"	7	"	
Noon.	58	84.9	"	"	4				30.12	79	78	74	75	"	"	7	"	

Course and distance made good since preceding noon by observations, N. 88° W. 117 knots. tenths.

Position at Noon: Latitude by D. R. N. 22° 04' " Longitude by D. R. N. 46° 42' " Latitude by observations of ☉ N. 22° 04' " Longitude by chronometer from Forenoon Observations of ☉ N. 46° 34' "

Position at 8 a. m. Latitude by " Longitude by " " " " "

Position at 8 P. M. Latitude by S. R. N. 22° 05' " Longitude by from P. M. observation N. 47° 11' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 700 "

Coal consumed during the preceding 24 hours, tons 940 lbs.

Coal remaining on hand at Noon, 143 " 900 "

P. M.																			
1	47	89.6	N. N. W. 1/2 N.	E. by S.	4				30.12	80	79	75	75	b.c.	air cum.	7	S		
2	46	94.2	"	"	4				30.11	80	79	75	75	"	"	3	"		
3	50	99.2	"	"	4				30.11	79	78	75	75	"	"	4	"		
4	43	3.5	"	"	4				30.10	79	78	75	75	"	"	3	"		
5	45	8.0	"	E. S. E.	4				30.09	78	76	73	75	"	"	5	S. S.		
6	45	12.5	"	"	4				30.10	77	76	73	75	"	"	6	"		
7	40	16.5	"	S. S. E.	3				30.11	76	75	73	75	"	"	3	S.		
8	35	20.0	"	"	3				30.13	76	75	73	75	"	"	3	"		
9	30	23.0	"	"	2				30.13	76	75	72	75	"	"	7	"		
10	28	25.8	"	"	2				30.13	76	75	72	75	"	"	8	"		
11	29	28.7	"	"	2				30.13	76	75	73	75	"	"	4	"		
Mid.	32	31.9	"	"	2				30.12	76	75	73	75	"	"	3	"		

under the command of

Commander Thos. F. Jewell,
Tuesday April 9th

, U. S. Navy,

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A.M.:

Fair, pleasant, weather, light passing showers last three hours; moderate breeze from E. by N. shifting to E by S. last two hours. Long swell from E. Ship rolling slightly. Square sail to royals & jib; took in main trysail at 7:00. Course N. N. W. 1/2 N.

From 4 to 8 A.M.:

Fair & pleasant, with light passing showers fresh & last hours. Mod. breeze from E. S. E. On course N. N. W. 1/2 N. under jib & all square sail. Smooth sea.

Hugh Rodman
Ensign U.S.N.

From 8 A.M. to Meridian:

Fair & pleasant. Moderate breeze from E. by S. At 9:30 went to quarters & exercised divisions at rifles. At 11:00 started fire in No. 2 boiler for distilling. Smooth sea. Moderate sea from East. Ship under jib & all square sail except mainsail, on course N. N. W. 1/2 N.

M. B. Hoggatt
Ensign U.S.N.

From Meridian to 4 P.M.:

Fair & pleasant. Moderate breezes from E. by S. Served out monthly issue of clothing. Engaged in scraping iron paint work, boats, & in painting smoke pipe. Commenced distilling. At 3:00 set main trysail. At end of watch under all square sail ^(can, m. d. g. i. d.) jib & main trysail.

H. L. Seaming.
Lieut. U.S.N.

From 4 to 6 P.M.:

Clear & pleasant, moderate breeze from E. S. E. Mustered crew at quarters at 5:00. Same sail as last watch. Distilling.

B. L. Waring
Lieut. U.S.N.

From 6 to 8 P.M.:

Fair & pleasant. Gentle breeze from S. S. E. At 6:30 set jib, f. t. m. staysail & miz. topmast staysail. Distilling.

Hugh Rodman
Ensign U.S.N.

From 8 P.M. to Midnight:

Clear fresh part, & cloudy latter part. Moonlight. Light breeze from S. S. E. Smooth sea. No change in sail or course. Distilling.

M. B. Hoggatt
Ensign U.S.N.

H. L. Seaming.
Lieut. U.S.N.

Examined and found to be correct.

E. D. Gallagher
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea making the passage from Funchal Madeira New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	38	35.7	N. 16. 1/2 N.	S. by E.	2-3				30.11	76	75	73	75	B. c.	air cum	7		
2	38	39.5	"	"	2-3				30.11	76	75	73	75	"	"	8		
3	28	42.3	"	"	2				30.11	76	75	73	75	"	"	8		
4	34	45.7	"	"	2-3				30.10	74	74	72	75	"	"	8		
5	39	49.6	"	"	3				30.10	75	74	72	74	"	"	5		
6	39	53.5	"	"	3				30.12	75	74	73	74	B. c. p.	cum nim	3		
7	40	57.5	"	"	3-4				30.14	75	74	73	74	"	"	3		
8	54	67.9	"	"	3				30.15	75	74	73	74	B. c.	"	3		
9	53	68.7	"	"	3				30.15	77	75	73	74	"	air cum	6		
10	53	73.5	"	"	3				30.15	77	75	73	74	"	"	6		
11	48	78.3	"	"	3				30.15	77	75	73	75	"	air strat	7		
Noon.	52	83.5	"	"	3				30.15	77	76	73	75	"	"	6		

Course and distance made good since preceding noon by observations, N. 86° W. 99 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 22° 09'	"
	Longitude by D. R.	N. 48° 20'	"
	Latitude by observations of ☉	N. 22° 11'	"
	Longitude by chronometer from Forenoon Observations of ☉	N. 48° 20'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by D. R.	N. 22° 13'	"
	Longitude by from P. M. observation	N. 48° 53'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, ° ' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Water expended during the preceding 24 hours, 300 gallons.

Water distilled during the preceding 24 hours, 750 "

Water remaining on hand fit for use at Noon, 1150 "

Coal consumed during the preceding 24 hours, 1 tons 1490 lbs.

Coal remaining on hand at Noon, 141 " 1650 "

P. M.																		
1	45	88.0	N. 16. N 1/2 N.	South	3	Leeway			30.14	78	76	74	75	B. c.	air.	6	✓	
2	37	91.7	"	"	3				30.13	78	76	73	75	"	"	6	"	
3	41	95.8	"	"	3				30.12	77	76	73	75	"	"	6	"	
4	47	100.0	"	"	3				30.11	78	76	73	75	"	"	6	"	
5	40	4.0	"	"	3	3/4			30.11	77	76	73	75	"	"	1	"	
6	38	7.8	"	"	3	3/4			30.12	77	76	73	75	"	"	1	"	
7	37	11.5	"	"	3				30.15	77	76	73	75	"	"	1	"	
8	27	14.2	"	"	3				30.15	77	76	73	75	"	"	1	"	
9	24	16.6	"	S. by E.	2				30.17	77	76	74	75	"	"	5	"	
10	28	19.4	"	"	2				30.18	77	76	74	75	"	"	4	"	
11	30	22.4	"	"	2				30.18	77	76	74	75	"	"	6	"	
Mid.	35	25.9	"	"	3				30.17	76	75	73	75	"	"	6	"	

under the command of

Commander Theo. F. Jewell
Wednesday April 10th

, U. S. Navy,

, 18 89.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Fair, pleasant weather. Light to gentle breeze from S. by E. On course N. N. W. $\frac{1}{2}$ W. under plain sail to royals (save mainsail & spanker), main trysail & fore & main topmast staysails. Smooth sea, light S. E. by swell. Distilling.

B. T. Waring
Lieut. U. S. N.

From 4 to 8 A.M.:

Fair & pleasant, light passing showers second & third hours. Breeze freshening from S. by E. At 6:00 took in main trysail to clear hammock & clothes lines. Smooth sea, course N. N. W. $\frac{1}{2}$ W. Scrubbed hammocks. Distilling.

Thos. Coleman
Ensign U. S. N.

From 8 A.M. to Meridian:

Fair & pleasant. Gentle breezes from S. by E. At 9:30 mustered at quarters, & drilled divisions as follows: Nav. Div., revolvers; 1st, 2nd, 3rd & Powder. Divisions at rifles. By order of Comdg Officer, placed Frank Wilson, Lds. in cell on bread & water for five days, for insolence. Took up mainsail & bent it. At end of watch ship on course N. N. W. $\frac{1}{2}$ W. under head sail & square sail to royals, except mainsail. Log read 83.5. Distilling.

W. H. Haggatt
Ensign U. S. N.

From Meridian to 4 P.M.:

Cloudy & pleasant. Gentle breezes from South. At 1:30 set main trysail. Engaged in painting berth deck. At end of watch, ship on course N. N. W. $\frac{1}{2}$ W. under head sail & all square sail, except mainsail, main trysail & mizzen topmast staysail. Sea smooth. Distilling.

H. C. Sebring
Lieut. U. S. N.

From 4 to 6 P.M.:

Cloudy, pleasant weather. Gentle breezes from South. No change in course or sail. Distilling.

B. T. Waring
Lieut. U. S. N.

From 6 to 8 P.M.:

Cloudy pleasant weather; gentle breezes from South. Mustered crew at quarters at 4:30, turned in stbd watch. Clean hammocks, & sewed out clean ones to port watch. No change in sail or course. Distilling.

Thos. Coleman
Ensign U. S. N.

From 8 P.M. to Midnight:

Fair & pleasant. Light to gentle breeze from S. by E. On course N. N. W. $\frac{1}{2}$ W. under plain sail to royals, except mainsail. Smooth sea. Distilling.

W. H. Haggatt
Ensign U. S. N.

Examined and found to be correct.

C. D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES *Steamer Essex*, 3^d Rate,
At sea, making the passage from Funchal Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	35	29.4	N. 76. 74. 1/2 N.	South.	2				30.15	76	75	73	75	b. c.	air cum.	3	4	
2	24	31.8	"	"	2				30.13	76	75	73	75	"	"	4	"	
3	30	33.0	"	"	2				30.12	76	75	73	75	"	"	6	"	
4	26	35.6	"	"	2				30.10	76	75	73	75	"	"	7	"	
5	27	38.3	"	S. E. by S.	2	1/2		30.12	76	75	73	75	"	"	"	7	"	
6	26	40.9	"	"	2	1/2		30.14	76	75	73	75	"	"	"	7	"	
7	35	44.4	"	"	2-3	1/2		30.14	76	75	73	75	"	"	"	6	"	
8	43	48.7	"	"	3	1/2		30.15	76	75	73	75	"	"	"	6	"	
9	39	52.6	"	S. S. E.	2-3			30.18	76	75	73	76	"	"	"	6	"	
10	29	55.5	"	"	2			30.19	77	76	73	76	"	"	"	7	"	
11	32	58.7	"	"	2-3			30.19	77	76	73	76	"	"	"	7	"	
Noon.	39	62.6	"	"	2-3			30.17	77	76	73	76	"	"	"	6	"	

Course and distance made good since preceding noon by observations, *N. 75° N. 78* knots. tenths.

Position at Noon: { Latitude by D. R. *N. 22° 11'* "
Longitude by D. R. *N. 49° 45'* "
Latitude by observations of ☉ *N. 22° 31'* "
Longitude by chronometer from Forenoon Observations of ☉ *N. 49° 45'* "

Position at 8 a. m. { Latitude by *DR.* *N. 22° 35'* "
Longitude by *from P. M. sights,* *N. 50° 18'* "

Current during the time, knots *6* tenths per hour, setting to the *N. E.*

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at *6:30 a. m.* *N. 73° N. 17° 30'* "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, *320* gallons.

Water *Distilled* during the preceding 24 hours, *1370* "

Water remaining on hand fit for use at Noon, *2200* "

Coal consumed during the preceding 24 hours, *1* tons *950* lbs.

Coal remaining on hand at Noon, *140* " *700* "

P. M.																		
1	3	1	65.7	N. 76. 74 1/2 N.	S. by E.	2				30.16	78	77	74	76	b. c.	air cum.	7	✓
2	2	9	68.6	"	"	2				30.14	78	77	73	76	"	"	6	"
3	2	4	71.0	"	"	2				30.12	78	77	73	76	"	"	4	"
4	2	4	73.4	"	"	2				30.12	78	76	73	76	"	"	3	"
5	0	5	73.9	N. 76. 74.	S. S. E.	1				30.14	78	77	74	76	"	"	3	"
	1	3	75.2	"	"	1				30.14	78	77	74	76	"	"	2	"
6	4	2	79.4	"	"	1				30.14	78	77	74	76	"	"	5	"
7	5	9	85.3	"	"	1-2				30.14	78	77	74	76	"	"	4	"
8	5	9	91.2	"	"	2				30.14	78	77	74	76	"	"	5	"
9	6	3	97.5	"	"	1				30.16	78	77	74	76	"	"	3	✓
10	6	2	103.7	"	South.	2				30.17	77	76	74	76	"	"	1	"
11	6	2	9.9	"	"	2				30.17	77	76	74	76	"	"	0	"
Mid.	6	6	16.5	"	S. S. W.	2				30.16	77	76	73	76	"	"		

under the command of

Commander Thos. F. Jewell
Thursday April 11th

, U. S. Navy,

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Cloudy first part, then clear. Light breeze from South, smooth sea. Moonlight, moon set about 7:40. At 17:10 set m. topmast staysail. At 3:00 found propeller of p. log foul with sea weed; cleared it. Steering course N. N. W. $\frac{1}{2}$ N. under f. m. & miz. topmast staysails, m. trysail, & square sail to royals except mainsail & spanker. Distilling.

From 4 to 8 A. M.:

H. C. Gearing.

Lieut. U. S. N.

Clear, pleasant weather. Light to gentle breeze from S. E. by S. At 6:00 took in main trysail. On course N. N. W. $\frac{1}{2}$ N. under all square sail (save mainsail), jib, f. jib, & topmast staysail. Distilling. Smooth sea.

From 8 A. M. to Meridian:

B. G. Waring

Lieut. U. S. N.

Clear & pleasant. Light to gentle breeze from S. S. E. at 9:30 went to fire-quarters, after which 2nd Div. was instructed in ordnance & 3rd & Powder Divisions were drilled with rifles. Same sail as last watch. Distilling.

From Meridian to 4 P. M.:

Hugh W. Colman

Ensign U. S. N.

Fair & pleasant. Light breeze from S. by E. At 11:45 started fires in boilers 5, 6, 7 & 8. & hauled down main topmast staysail. At 1:15 set main trysail. Ahead of watch ship on course N. N. W. $\frac{1}{2}$ N. under head sails main trysail & square sail to royals, excepting mainsail. Distilling.

From 4 to 6 P. M.:

M. B. Hoggatt

Ensign U. S. N.

Cloudy & pleasant. Light air from S. S. E. Smooth sea. At 4:30 took in all sail. At 4:37 started ahead with the engines & changed course to N. N. W. p. log reading 73.9. At 4:50 went to quarters for muster, & turned in scrubbed hammocks.

From 6 to 8 P. M.:

H. C. Gearing.

Lieut. U. S. N.

Fair, pleasant weather. Light air & breeze from S. S. E. Steaming on course N. N. W. Light S. E. swell. Distilling.

From 8 P. M. to Midnight:

B. G. Waring

Lieut. U. S. N.

Cloudy, pleasant, warm weather, light air & breeze from S. S. E. to S. S. W.; smooth sea. Steaming the course N. N. W. under four boilers. Distilling.

Hugh W. Colman
Ensign U. S. N.

Examined and found to be correct.

T. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES *Steamer Essex*, 3^d Rate,
At sea, making the passage from Funchal, Madeira, to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	65	23.0	N. N. W.	South	2				30.15	77	76	73	76	b. c.	cir cum	1	1	
2	64	29.4	"	"	2				30.13	76	75	72	76	"	"	4	"	
3	67	36.1	"	"	2				30.11	76	75	72	75	"	"	4	"	
4	64	42.5	"	"	3				30.10	76	75	72	75	"	"	6	"	
5	65	49.0	"	S. by E.	2				30.08	76	75	72	75	"	"	2	"	
6	66	55.6	"	South	2				30.06	76	75	72	75	"	"	2	"	
7	68	62.4	"	"	2				30.06	76	75	72	75	"	"	2	"	
8	73	69.7	"	"	3				30.08	76	75	72	75	"	"	3	"	
9	80	77.7	"	"	4				1/4 30.08	77	75	72	76	"	cum	1	"	
10	86	86.3	"	S. by W.	4				1/4 30.10	77	75	72	76	b. c.	"	1	"	
11	85	94.8	"	"	4				1/4 30.10	77	75	72	76	b. c.	cir cum	3	"	
Noon.	105	5.3	"	"	4				1/4 30.09	77	75	72	76	"	"	2	"	

Course and distance made good since preceding noon by observations, *N. 77° W.* 140 knots. tenths.

Position at Noon:	Latitude by D. R.	<i>N. 23° 01'</i>	"
	Longitude by D. R.	<i>W. 52° 14'</i>	"
	Latitude by observations of ☉	<i>N. 23° 03'</i>	"
	Longitude by chronometer from Forenoon Observations of ☉	<i>W. 52° 11'</i>	"
Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by <i>D. R.</i>	<i>N. 23° 16'</i>	"
	Longitude by <i>D. R.</i>	<i>W. 53° 01'</i>	"

Current during the time,	knots	tenths per hour, setting to the	
Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head			0
Variation of the Compass by Amplitude ☉ observed at Sunset,			0
Variation of the Compass by Azimuth ☉ observed at			0
Variation of the Compass by Azimuth ☉ observed at			0
Water expended during the preceding 24 hours,			370 gallons.
Water <i>Distilled</i> during the preceding 24 hours,			920 "
Water remaining on hand fit for use at Noon,			9650 "
Coal consumed during the preceding 24 hours,			7 tons 1370 lbs.
Coal remaining on hand at Noon,			132 " 1570 "

P. M.																		
1	55	10.8		N. N. W.	North	4-6			30.07	73	71	69	75	0. c. g. n. mid.		0	"	
2	41	14.9		N. N. by N. 1/2 N.	N. by E.	4-6			30.06	71	69	68	75	"	"	0	"	
3	72	24.7		"	N. N. E.	4-6			30.05	71	69	68	75	"	"	0	"	
4	70	31.7		"	N. E.	5			30.04	70	69	68	75	"	"	0	"	
5	73	39.0		"	"	4			30.03	71	69	68	74	0. c. n.	"	0	"	
6	50	44.0		"	"	4			30.06	70	69	68	74	"	"	0	"	
7	44	48.4		N. N. W.	N. E. by E.	3			30.06	70	69	68	74	0. c. d.	"	0	"	
8	50	50.9		"	"	3			30.06	71	70	68	74	"	"	0	"	
9	77	56.1		N. N. 1/2 N.	E. by N.	4			30.06	71	70	68	74	"	"	0	"	
10	51	61.2		"	East	4			30.05	73	71	70	74	"	"	0	"	
11	63	67.5		"	E. by S.	5-6			30.05	73	72	70	74	"	"	0	"	
Mid.	66	74.1		"	"	4-6			30.01	73	72	70	74	0. c.	"	0	"	

under the command of

Commander Thos. F. Jewell.
Friday April 12th

, U. S. Navy,

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 A.M.:

Fair & pleasant. Light to gentle breeze from South. At 12:40 set m. trysail, jib & flying jib. At 1:10 stopped distilling & allowed the fires under No. 7 boiler to die out. On course, N. N. W.

M. Hoggatt
Ensign U.S.N.

From 4 to 8 A.M.:

Cloudy & pleasant. Light to gentle breeze from S by E & South. Smooth sea, with a long swell from North. At 5:00 set the foresail, miz. topmast staysail & spanker. At 6:00 made square sail to royals, except the mainsail. Steering course N. N. W. with steam in 4 boilers.

H. C. Gearing.

Lieut. U.S.N.

From 8 A.M. to Meridian:

Cloudy & pleasant. Passing showers second hour. Moderate breeze from South to S by N. At 9:30 mustered crew at quarters. At 11:55 took in spanker. At end of watch ship on course N. N. W. under plain sail to royals except main topmast staysail, mainsail & spanker. Threatening squall rising to leeward. Passed large quantities of sea weed.

B. H. Walling
Lieut. U.S.N.

From Meridian to 4 P.M.:

Cloudy, overcast, rainy weather, starting about noon with a heavy rain squall from N. W. followed by a shift of wind, & steady rain. From 1:00 the wind was in moderate squalls round from North to N. E. Sea coming up slowly to a moderate swell at end of watch. Shortened & furled sail to the squall at 12:40; set main trysail, fore topmast staysail & jib at 1:10, foresail at 1:40 & topsails at 3:55. By order of Comdg Officer, changed course to N. W. by N. N. W. P.S. 14.9. Observed unusually large quantity of sea weed. Steaming under four boilers.

Hugh Buchanan

Ensign U.S.N.

From 4 to 6 P.M.:

Overcast & raining. Mod. breeze from N. E. At 4:18 set d.g. sails. At 4:50 hauled fires from boilers Nos. 5 & 7 on account of leak in No. 5. At 5:15 banked fires under boilers 6 & 8, & uncoupled propeller. At 5:35 started fires under boilers 1 & 3.

M. Hoggatt

Ensign U.S.N.

From 6 to 8 P.M.:

Overcast, & a drizzling rain. Gentle breeze from N. E. by E. At 6:00 changed course to N. N. W. p. log 44.0. At 7:38 set royals & f. jib. Last hour, propeller of p. log fouled with sea weed.

H. C. Gearing.

Lieut. U.S.N.

From 8 P.M. to Midnight:

Cloudy weather. Light rain, until last hour. Moderate breeze from E. by N. & East, moderate to fresh breezes from E by S. At 8:30 changed course to N. N. W. by N. Smooth sea with light N. E. by swell. At 9:15 took in flying jib, & f. m. staysail, & at 9:50 main trysail

B. H. Walling
Lieut. U.S.N.

Examined and found to be correct.

Ed. Galloway

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea, making the passage from Funchal Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	45		78.6	N N W.	E. by S.	4			30.01	73	71	71	75	O. C.	Cum. nim.	0	S.	
2	38		87.4	"	"	3			30.00	73	72	71	75	O. C. g.	"	0	"	
3	37		85.6	"	N N E.	3-5			30.00	73	72	70	75	"	"	0	"	
4	40		89.6	"	"	4			30.00	70	69	67	75	"	"	0	"	
5	29		97.5	"	N. E.	3			30.02	70	69	67	75	O. C. N.	"	0	S.	
6	15		94.0	"	East	1-2			30.03	71	70	68	75	B. C. N.	Cum. st. nim.	1	"	
7	51		99.1	"	N. E.	1			30.04	71	70	69	75	B. C.	"	3	"	
8	55		4.6	"	"	7			30.05	72	71	69	75	"	"	5	"	
9	65		11.1	"	"	3-3			30.07	74	72	70	75	"	Cir Cum.	6	"	
10	69		18.0	"	"	3			30.10	74	72	70	75	"	"	6	"	
11	68		24.8	"	"	3			30.10	74	73	70	75	"	"	6	"	
Noon.	85		33.3	"	"	3			30.09	75	74	70	75	"	"	7	"	

Course and distance made good since preceding noon by observations, N. 83° W. 123 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 23° 30'	"
	Longitude by D. R.	W. 54° 30'	"
	Latitude by observations of ☉	N. 23° 18'	"
	Longitude by chronometer from Forenoon Observations of ☉	W. 54° 24'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by S. R.	N. 23° 28'	"
	Longitude by from P. M. observation.	W. 55° 16'	"

Current during the time, knots 5 tenths per hour, setting to the S. 75° E.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, ° ' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Water expended during the preceding 24 hours, 320 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2330 "

Coal consumed during the preceding 24 hours, 4 tons 1700 lbs.

Coal remaining on hand at Noon, 127 " 2110 "

P.M.	04	33.7	N. N. W. 1/2 N.															
2	77	40.7	N. N. W.	N. E.	4				30.09	75	74	70	75	B.C.	Cir Cum	6	S.	
3	81	48.4	"	"	4				30.07	75	74	69	75	"	"	7	"	
4	80	64.5	"	"	4				30.06	75	73	70	75	"	"	7	"	
5	68	71.3	"	"	4				30.06	75	73	69	75	"	"	7	"	
6	07	72.0	Swinging ship. N. N. W.	"	4				30.05	75	74	70	75	"	"	6	"	
7	57	77.7	"	"	4				30.06	75	74	70	75	"	"	6	"	
8	74	85.1	"	"	4				30.08	76	73	70	75	"	"	6	"	
9	73	92.4	"	E. N. E.	4				30.08	76	73	69	75	"	"	7	"	
10	66	99.0	"	"	4				30.10	75	73	70	75	B.C.	Cir Cum	7	"	
10	65	79.0	"	"	4				30.11	74	73	70	75	B.C.	Cir Cum	6	"	
11	65	5.5	"	"	4				30.10	74	73	70	75	"	"	7	"	
Mid.	52	10.7	"	"	4				30.10	74	73	70	75	"	"	7	"	

under the command of

Commander Thos. F. Jewell

, U. S. Navy,

Saturday April 13th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Overcast during entire watch, at 3:00 the wind shifted suddenly to N. N. E. from E. by S. & freshened, to a moderate squall at the same time. Raining last hour of watch. At 3:00 took in royals, & at 3:10 set fore topmast staysail & main trysail. Smooth sea. Ship on course N. N. W. 1/2 N.

From 4 to 8 A.M.:

Overcast & raining fresh three hours, clearing last hour. Light air to gentle breeze from East to N. E. At 5:10 spread fires. At 5:30 took in m. trysail. At 6:30 set m. trysail & f. jib. At 5:50 coupled propeller & started engines ahead. At 5:55 hauled down f. h. m. staysail & at 6:50 took in & furled all square sail.

Thos. M. Rodman
Ensign U. S. N.

From 8 A.M. to Meridian to 4 P.M.:

Clear & pleasant. Moderate breeze from N. E. at 11:05 changed course to N. N. W. At end of watch ship on course N. N. W. under steam & plain sail to royals, except mainsail, spanker & main topmast staysail.

W. M. Hoggatt
Ensign U. S. N.

From 8 A.M. to Meridian:

Clear & pleasant. Gentle breeze from N. E. At 8:50 set fore & mizzen topmast staysails & all square sail except mainsail. Ship under steam & sail on course N. N. W. 1/2 N.

B. H. Waring
Lieut. U. S. N.

From 4 to 6 P.M.

Clear, pleasant weather, moderate breeze from N. E. At 4:50 slowed down the engine, shortened sail, hauled in the P. L. reading 71.3 & started to swing ship beginning at North & taking observations on alternate points. Finished swinging at 5:50, put over P. L., went ahead full speed & made sail to royals, all sail set except mainsail, main topmast staysail & spanker. Smooth sea.

H. C. Gearing
Lieut. U. S. N.

From 6 to 8 P.M.:

Clear & pleasant. Mod. breeze from N. E. Propeller of pat. log fouled with sea weed twice during first hour & had to be hauled in to clear it. On course N. N. W. under plain sail to royals, except spanker & with miz. & m. staysail.

Thos. M. Rodman
Ensign U. S. N.

From 8 P.M. to Midnight:

Clear & pleasant. Moderate breeze from E. N. E. At 9:05 hauled down f. jib & f. topmast staysail. At 10:50 hauled fires in boilers Nos 1 & 3, No 3 leaking; banked fires in boilers Nos. 6 & 8, & uncoupled engines at 11:15. At 11:40 started fires in boilers Nos. 5 & 7. During 2nd hour propeller of p. log fouled with sea weed. Steering course N. N. W.

W. M. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

H. C. Gearing
Lieut. U. S. N.

Ed. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer *Essex*, 3^d Rate,*Ahead, making the passage from Funchal, Madeira, to New York.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	51	15.8	N. N. W.	E. N. E.	4			30.10	74	73	70	74	B. C.	air cum.	4	L.	
2	48	20.6	"	"	3			30.08	74	73	70	74	"	"	5	"	
3	48	25.4	"	"	3			30.06	74	73	70	74	"	"	7	"	
4	44	29.8	"	"	3			30.06	74	73	70	74	"	"	3	"	
5	67	36.5	"	"	4			30.07	74	73	70	74	"	"	6	"	
6	73	43.8	"	"	4			30.08	74	73	70	73	"	"	7	"	
7	80	51.8	"	"	4			30.10	74	73	70	73	"	"	7	"	
8	76	59.4	"	"	4			30.11	74	73	70	73	"	"	7	"	
9	76	67.0	"	"	4			30.13	74	73	70	74	"	"	7	"	
10	76	74.6	"	"	4			30.14	75	74	70	74	"	"	7	"	
11	75	82.1	"	"	4			30.15	75	74	70	75	"	"	6	"	
Noon.	90	91.1	"	"	4			30.15	76	75	71	76	"	"	6	"	

Course and distance made good since preceding noon by observations, *N. 80° W. 151* knots. tenths.

Position at Noon:	Latitude by D. R.	<i>N. 23° 51'</i>	"
	Longitude by D. R.	<i>W. 57° 12'</i>	"
	Latitude by observations of ☉	<i>N. 23° 43'</i>	"
	Longitude by chronometer from Forenoon Observations of ☉	<i>W. 57° 06'</i>	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by	"	"
	Longitude by	"	"

Current during the time, *0* knots *4* tenths per hour, setting to the *S. 34° E.*

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, *320* gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, *2010* "Coal consumed during the preceding 24 hours, *7* tons *1370* lbs.Coal remaining on hand at Noon, *120* " *740* "

P. M.																		
1	2	6	93.7	N. N. W.	N. E. by E.	4			30.15	76	75	71	76	B. C.	air.	6	D	
2	7	0	97.9	N. N. by N. 1/2 N.	"	4			30.14	76	75	70	76	"	cum.	6	"	
3	7	1	12.0	"	"	4			30.13	76	75	70	76	"	"	6	"	
4	6	8	18.8	"	"	4			30.13	76	75	71	76	"	"	6	"	
5	7	0	25.8	"	"	4			30.14	76	75	71	76	"	"	8	"	
6	7	5	33.3	"	"	4			30.15	76	75	71	75	"	"	5	"	
7	7	1	40.4	"	"	4			30.15	75	74	70	74	"	"	7	"	
8	7	4	47.8	"	"	4			30.16	75	74	70	74	"	"	7	"	
9	7	4	55.2	"	E. N. E.	4			30.18	75	75	71	74	"	"	7	"	
10	7	3	62.5	"	"	4			30.19	75	75	71	74	"	"	7	"	
11	7	3	69.8	"	E. S. E.	4			30.20	75	75	71	74	"	"	7	"	
Mid.	7	1	76.9	"	E by S.	4			30.20	75	75	72	74	"	"	8	"	

under the command of

Commander Thos. F. Jewell

, U. S. Navy,

Sunday April 14th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Fair & pleasant weather. Gentle to moderate breezes from E. N. E. Long swell from N. E. At 3:35 took in royals & clewed down topgallant sails to couple propeller. Set t'g'th sails & royals at 3:50. At 3:57 went ahead with engines. At end of watch steaming with four boilers & under all square sail (sdw mainsail jib, maintrysail & miz. topmast staysail).

B. H. Warring
Lieut. U. S. N.

From 4 to 8 A. M.:

Clear & pleasant; moderate breezes from E. N. E. steady in force & direction. Square sail to royals, jib, maintrysail & mizzen topmast staysail. Steaming the course N. N. W. Smooth sea. Moon set at 5:00.

From 8 A. M. to Meridian:

Clear & pleasant. Moderate breezes from E. N. E. At 9:30 mustered at quarters for inspection. Set clock back 11 minutes last hour. At end of watch ship on course N. N. W. under steam & same sail as last watch.

Hugh Rodman
Ensign U. S. N.

From Meridian to 4 P. M.:

Clear & pleasant. Moderate breezes from N. E. by E. At 11:24 changed course to N. N. by N. W. Ship under same steam & sail as last watch.

W. H. Hoggatt
Ensign U. S. N.

From 4 to 6 P. M.:

Clear, pleasant weather. Moderate breezes from N. E. by E. No change in course, steam, or sail. Smooth sea.

H. L. Gearing.

Lieut. U. S. N.

From 6 to 8 P. M.:

Clear, pleasant weather; moderate breezes from N. E. by E. Same sail, steam & course as last watch. Smooth sea. Bright moonlight.

B. H. Warring
Lieut. U. S. N.

From 8 P. M. to Midnight:

Clear & pleasant. Mod. breezes from E. N. E. to E. S. E. At 10:37 took in miz. topmast staysail and at 10:50 the main trysail. On course N. N. by N. W. under plain sail to royals, except j. jib, j. t. m. staysail, m. trysail & spanker.

Hugh Rodman
Ensign U. S. N.

W. H. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

L. P. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea making the passage from Funchal Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	65	83.4	N. N. by N. 1/2 N.	E. S. E.	3				30.17	75	74	71	74	b.c.	cum.	8	S.S.	
2	68	90.2	"	"	3				30.15	75	74	71	74	"	"	7	"	
3	69	97.1	"	"	3				30.13	75	74	71	74	"	"	6	"	
4	70	4.1	"	East	3				30.11	75	73	70	74	"	"	7	"	
5	69	11.0	"	"	3				30.12	75	73	70	74	"	"	8	"	
6	75	18.5	"	E. by S.	3				30.13	75	73	70	74	"	"	8	"	
7	74	25.9	"	"	3-4				30.16	75	73	70	74	"	"	7	"	
8	73	33.2	"	"	3-4				30.18	76	74	71	74	"	"	8	"	
9	74	40.6	"	E. S. E.	4				30.20	76	75	73	75	"	"	8	"	
10	72	47.8	"	"	4				30.21	77	76	73	75	"	"	8	"	
11	73	55.1	"	"	4				30.22	78	77	73	75	"	"	7	"	
Noon.	83	63.3	"	"	4				30.22	79	78	74	75	"	"	6	"	

Course and distance made good since preceding noon by observations, N. 71° N. 168 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 24° 39'	"
	Longitude by D. R.	N. 60° 04'	"
	Latitude by observations of ☉	N. 24° 36'	"
	Longitude by chronometer from Forenoon Observations of ☉	N. 60° 00'	"

Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"

Position at 8 P. M.	Latitude by S. R.	N. 25° 07'	"
	Longitude by from P. M. observation	N. 60° 41'	"

Current during the time, knots 2 tenths per hour, setting to the S. 52° E.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0

Variation of the Compass by Amplitude ☉ observed at Sunset, 0

Variation of the Compass by Azimuth ☉ observed at 5:30 p. m. N 71° 00'

Variation of the Compass by Azimuth ☉ observed at 6:16 p. m. N 62° N. N 7° 00'

Water expended during the preceding 24 hours, 320 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1690 "

Coal consumed during the preceding 24 hours, 8 tons 840 lbs.

Coal remaining on hand at Noon, 111 " 2140 "

P. M.																		
1	68	70.1	N. N 1/4 N.	E. S. E.	4				30.21	79	78	73	75	b.c.	cir cum	6	S.	S.
2	71	77.2	"	"	4				30.20	80	77	73	75	"	"	4	"	"
3	70	84.2	"	"	4				30.17	79	77	72	75	"	circum str.	4	"	"
4	72	91.4	"	"	4				30.16	79	77	72	75	"	"	6	"	"
5	58	97.2	"	S. E.	4				30.16	81	77	72	75	"	"	6	S.	S.
6	70	99.2	"	"	4				30.16	79	77	72	74	"	"	5	"	"
7	69	6.1	"	E. S. E.	3				30.18	82	77	72	74	"	cir cum	3	"	"
8	68	12.9	"	"	3				30.19	81	76	72	74	"	"	2	"	"
9	65	19.4	"	E. by N.	3				30.21	80	76	72	74	"	"	1	"	"
10	72	26.6	"	East	4				30.22	79	76	72	74	"	"	3	"	"
11	76	34.2	"	"	4				30.21	77	76	72	74	"	"	6	"	"
Mid.	71	41.3	"	S. E. by E.	4				30.19	77	76	72	74	"	"	6	"	"

under the command of

Commander Theo. F. Jewell
Monday April 15th

, U. S. Navy,

1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 a.m.:

Clear & pleasant. Gentle breeze from E. S. E., & last hour from East. Smooth sea, with a long swell from E. Bright moonlight. Under steam in four boilers, jib, & square sail to royals, except mainsail. Steering course N. W. by N. $\frac{1}{2}$ N.

From 4 to 8 a.m.:

Clear, pleasant weather. Gentle breezes from East. Kettle to moderate breezes from E. by S. No change in steam or sail. Course N. W. by N. $\frac{1}{2}$ N. Smooth sea. Light S. E. by swell.

W. H. Seaming.

Lieut. U. S. N.

From 8 a.m. to Meridian:

Clear & pleasant. Moderate breezes from E. S. E. Exercised divisions at general quarters. Released Frank Wilson (Las.) from confinement at 10:00 a.m.: 20 lbs. rice & 6 lbs. beef were condemned by the Board of Survey, & by order of the Comdg Officer were thrown overboard. No change in steam or sail. Ship on course N. W. by N. $\frac{1}{2}$ N.

B. H. Walling

Lieut. U. S. N.

From Meridian to 4 P. M.:

Fair & pleasant. Moderate breezes from E. S. E. At 11:00 changed course to N. W. $\frac{1}{4}$ N. No change in steam or sail since last watch. At end of watch ship on course N. W. $\frac{1}{4}$ N.

Hugh Rodman

Ensign U. S. N.

From 4 to 6 P. M.:

Fair & pleasant. Moderate breeze from S. E. Smooth sea. At 4:50 took in sail, slowed the engines, & swung ship, turning with port helm, & observing on every other point. Went ahead full speed on course N. W. $\frac{1}{4}$ N., making square sail to royals, except mainsail, at 5:36.

M. Hoggatt

Ensign U. S. N.

From 6 P. M. to 8 P. M.:

Cloudy, pleasant weather. Gentle breezes from E. S. E. No change in steam or sail. On course N. W. $\frac{1}{4}$ N. Sighted a big standing to N. E. Smooth sea.

W. H. Seaming.

Lieut. U. S. N.

From 8 P. M. to Midnight

Pleasant weather, from cloudy first hour to clear last. Between 9 & 10 heavy masses of dark clouds came up astern & they went down again followed by a mackerel sky. Light cirrus clouds going from West to East, lower clouds in an opposite direction. At 8:10 set mizzen topmast staysail fore topmast staysail & flying jib. Steady breeze from E. by N. to S. E. by E. smooth sea.

B. H. Walling

Lieut. U. S. N.

Hugh Rodman

Ensign U. S. N.

Examined and found to be correct.

D. H. Galloway

Lieut. N. Navigator.

LOG of the UNITED STATES

Steamer Essex 3^d, Rate,
At sea, making the passage from Funchal Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.															
1	71	46.4		N. 76° W.	S. E. by E.	4	30.18	77	75	72	74	b. c.	cir cum.	4	S.
2	70	55.4		"	S. E.	4	30.15	77	75	72	74	"	"	3	"
3	72	62.6		"	"	4	30.14	77	75	72	74	"	"	4	"
4	77	69.8		"	"	4	30.14	76	74	71	74	"	"	7	"
5	73	77.1		"	"	3	30.11	76	74	71	74	"	"	6	"
6	74	84.5		"	"	3	30.14	76	74	71	73	"	"	6	"
7	72	91.7		"	"	3	30.15	76	74	71	73	"	cir cum. str.	5	"
8	71	96.8		"	"	4	30.18	77	74	71	73	"	"	5	"
9	72	6.6		"	"	4	30.18	78	75	72	73	"	"	5	"
10	75	13.5		"	"	4	30.18	79	76	73	75	"	cir. cum.	4	"
11	75	21.0		"	"	4	30.18	79	76	73	75	"	"	6	"
Noon.	89	29.9		"	"	4	30.18	79	78	74	75	"	"	4	"

Course and distance made good since preceding noon by observations, *N. 49° W. 167* knots. tenths.

Position at Noon:	Latitude by D. R.	<i>N. 26° 23'</i>	"
	Longitude by D. R.	<i>W. 62° 22'</i>	"
	Latitude by observations of ☉	<i>N. 26° 25'</i>	"
	Longitude by chronometer from Forenoon Observations of ☉	<i>W. 62° 20'</i>	"
Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"
Position at 8 P. M.	Latitude by <i>D. R.</i>	<i>N. 26° 59'</i>	"
	Longitude by <i>D. R.</i>	<i>W. 63° 11'</i>	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at *7.04 a. m.* "*N. 42° W. W. 6° 30'*"

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, *370* gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, *1370* "

Coal consumed during the preceding 24 hours, *8* tons *840* lbs.

Coal remaining on hand at Noon, *103* " *1300* "

P. M.															
1	67	36.6		N. W.	S. E.	4	30.16	79	78	74	74	b. c.	cir cum.	6	S.
2	71	43.7		"	S. E. by E.	4	30.15	80	77	74	74	"	"	4	"
3	74	51.1		"	"	4	30.13	80	79	74	74	"	"	4	"
4	72	58.3		"	"	4	30.12	80	79	74	74	"	"	4	S.
5	71	65.4		"	"	4	30.12	79	78	73	74	b. c.	cir cum.	0	"
6	71	72.5		"	S. E. by S.	4	30.13	78	77	73	74	"	"	0	"
7	72	79.7		"	S. E.	4	30.13	78	77	73	74	"	"	0	"
8	71	86.8		"	"	4	30.14	78	77	73	74	"	"	0	S.
9	69	93.7		"	"	3-4	30.14	78	77	73	74	"	"	0	"
10	71	100.5		"	"	3-4	30.14	78	77	73	72	"	"	0	"
11	75	8.3		"	"	4	30.12	78	77	73	72	b. c.	"	0	"
Mid.	73	13.6		"	"	4	30.11	77	76	72	72	"	"	0	"

under the command of

Commander Theo. F. Jewell

, U. S. Navy,

Tuesday April 16th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^E until 4 A. M.:

Fair ^E pleasant. Mod. breeze from S. E. by E. to S. E.
At 12:20 hauled down miz. topmast staysail, ^E at 3:50 f. h. m. staysail ^E f.
jib. On course N. W. 1/4 N. under all square sail ^E jib. Smooth sea.

From 4 to 8 A. M.:

W. H. Hoggatt
Ensign U. S. N.

Clear ^E pleasant. Gentle to moderate breeze from
S. E. Smooth sea. No change in sail, or steam, or course. In early
part of watch sighted a barkentine standing to N. E. ^E S. E.

From 8 A. M. to Meridian:

H. C. Gearing
Lieut. U. S. N.

Fair ^E pleasant. Moderate breezes from S. E. Painting
under tgh forecattle. No change in steam or sail since last watch.
Making course N. W. 1/4 N.

From Meridian to 4 P. M.:

B. A. Walling
Lieut. U. S. N.

Cloudy ^E pleasant. Moderate breezes from S. E. fresh
hour, ^E from S. E. by S. rest of watch. Engaged in painting ship inside.
By order of Comdg Officer, changed course to N. W. at noon. No change in
steam or sail.

From 4 to 6 P. M.:

Hugh Rodman
Ensign U. S. N.

Overcast ^E cloudy. Mod. breeze from S. E. by S. On course
N. W. under jib ^E all square sail except mainsail.

From 6 to 8 P. M.:

W. H. Hoggatt
Ensign U. S. N.

Cloudy ^E pleasant. Moderate S. E. breezes. Smooth
sea. No change in sail, steam, or course

From 8 P. M. to Midnight:

H. C. Gearing
Lieut. U. S. N.

Overcast, with light drizzling rain last hour.
Gentle to moderate breezes from S. E. No change in steam or sail.
On course N. W.

B. A. Walling
Lieut. U. S. N.

Examined and found to be correct.

D. D. Galloway
Lieut. ^E Navigator.

LOG of the UNITED STATES

Steamer *Osses*, 3^d Rate,
At sea making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	71	32.7		N. W.	S. E.	4			30.10	76	75	72	74	O. C. l.	cum. m. h.	0	1	
2	71	29.8		"	"	4			30.09	75	74	72	74	"	"	0	"	
3	72	37.0		"	"	4			30.08	75	75	72	74	O. C. l. p.	"	0	"	
4	72	44.7		"	"	4			30.07	75	74	72	74	"	"	0	"	
5	76	51.8		"	"	4			30.06	75	74	71	74	O. C. p.	"	0	"	
6	72	59.0		"	S. E. by S.	4			30.06	74	73	71	74	O. C. p.	"	2	"	
7	61	65.1		"	"	4			30.07	74	73	71	74	O. C. p.	"	0	"	
50.3	8	49	70.0	"	"	4			30.08	74	73	71	73	"	"	0	"	
57.5	9	73	77.3	"	S. by E.	4			30.11	75	73	71	70	O. C. p.	cir. cum. m. h.	1	"	
64.4	10	69	84.2	"	S. E. by S.	4			30.11	75	73	71	70	"	"	1	"	
71.7	11	70	91.2	"	"	4			30.11	76	74	72	70	O. C.	"	3	"	
79.0	Noon.	78	99.0	"	"	4			30.10	77	75	72	70	"	"	4	"	

Course and distance made good since preceding noon by observations, N. 51° W. 172 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 28° 09'	"
	Longitude by D. R.	W. 64° 50'	"
	Latitude by observations of ☉	N. 28° 13'	"
	Longitude by chronometer from Forenoon Observations of ☉	W. 64° 49'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by <i>D.R.</i>	N. 28° 47'	"
	Longitude by <i>D.R.</i>	W. 65° 42'	"

Current during the time, 1/5 knots tenths per hour, setting to the N. 13° E.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1070 "

Coal consumed during the preceding 24 hours, 8 tons 480 lbs.

Coal remaining on hand at Noon, 95 " 820 "

P. M.																		
1	60	5.7		N. W.	S. E. by S.	4			30.09	77	75	72	71	O. C.	cir. cum. nim.	1	"	
2	69	12.6		"	S. E.	4			30.08	76	73	71	71	O. C. p.	"	0	"	
3	71	19.7		"	S. E. by S.	4			30.05	74	72	70	71	O. C.	"	0	"	
4	72	26.9		"	"	4			30.05	74	72	70	71	O. C.	"	1	"	
5	71	34.0		"	S. E.	4			30.05	74	72	71	71	"	"	1	"	
6	74	41.4		"	S. by E.	4			30.06	73	72	70	71	O. C. p.	cum. nim.	0	"	
7	77	49.1		"	South.	4			30.06	73	72	70	71	O. C. p.	"	1	"	
8	69	56.0		"	"	3			30.06	73	72	71	71	O. C. l.	"	1	"	
9	64	62.4		"	"	2			30.05	74	72	71	70	"	"	3	"	
10	71	69.5		"	"	2			30.04	74	72	71	70	"	"	3	"	
11	75	77.0		"	S. S. W.	3			30.03	73	72	71	70	"	cir. cum.	6	"	
Mid.	71	84.1		"	"	3			30.04	73	72	71	70	"	"	6	"	

under the command of

Commander Thos. F. Jewell

, U. S. Navy,

Wednesday April 17th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 A.M.:

Overcast, cloudy weather, threatening rain entire watch, light passing showers last two hours of watch; moderate breezes from S.E. Upper clouds driving to the S.E., lower to N.E. & N.W. Smooth sea. Square sail to royals & jib. Steady in four boilers; course N.W.

From 4 to 8 A.M.:

Overcast with light passing showers. Mod. breezes from S.E. to S.E. by S. On course N.W. under jib, & square sail except mainsail.

J. M. Hoggatt
Ensign U.S.N.

From 8 A.M. to Meridian:

Cloudy & pleasant, with light passing showers first hour. Moderate breeze from S. by E. first hour & from S.E. by S. rest of watch. At 9:30 exercised gun & Powder divisions with rifles. Ship on course N.W.

J. M. Hoggatt
Ensign U.S.N.

From Meridian to 4 P.M.:

Cloudy first hour, raining second hour & overcast remainder of watch. Moderate breezes from S.E. by S. & S.E. At 12:08 changed course to N.W. 1/4 N. Pab. log 99.7. At 1:50 clewed up top gth sails & royals; & wind drawing ahead, with rain squall, ran ship off to N. by E. At 7:00 brought ship on course N.W. 1/4 N. Under steam & plain sail to royals except main sail, spanker & main & mizzen topmast staysails at end of watch, having set top sails & royals, foretopmast staysail & main trysail at 2:30

W. H. Gearing
Lieut. U.S.N.

From 4 to 6 P.M.:

Cloudy, unsettled weather; light passing rain showers last hour, preceded by a shift of wind from S.E. to S. by E. at 5:00. At 4:15 took in main trysail & the mizzen topmast staysail at 5:30. Mustered crew at quarters. Course N.W. 1/4 N.

B. A. Waring
Lieut. U.S.N.

From 6 to 8 P.M.:

Overcast, with light passing showers first hour, lightning to the N.E. & N.W. last hour. Mod. breezes from South. On course N.W. 1/4 N. No change in sail from last watch.

J. M. Hoggatt
Ensign U.S.N.

From 8 P.M. to Midnight:

Cloudy first part, clear latter part of watch & pleasant weather. Smooth sea. Light to gentle breezes from South & S.E. & N. Moonlight. No change in steam, sail, or course. Lightning at intervals to the N.W.

J. M. Hoggatt
Ensign U.S.N.

W. H. Gearing
Lieut. U.S.N.

Examined and found to be correct.

J. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea, making the passage from Funchal, Madeira, to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	69	91.0	N. N. W.	S. S. W.	2-3				30.04	73	71	70	70	o.c.d.f.	cum. nim.	0	S.	
2	71	98.1	"	"	2-3				30.04	73	71	70	70	"	"	0	"	
3	69	5.0	"	"	2-3				30.03	73	71	70	70	"	"	0	"	
4	74	12.4	"	"	3-4				30.01	73	71	70	70	o.c.	"	0	"	
5	77	20.1	"	"	4				30.03	73	71	70	70	b.c.p.	"	3	"	
6	73	27.4	"	N. E. W.	4				30.04	73	71	70	70	b.c.	"	2	"	
7	54	37.8	"	Variable	1-3				30.05	71	69	68	70	o.c.p.	"	0	"	
8	63	39.1	"	N. E.	2-4				30.06	69	67	66	70	"	"	0	"	
9	31 35	42.2 45.7	N. W.	N. E. by E.	3				30.07	69	67	66	70	b.c.	"	1	"	
10	68	57.5	"	E. N. E.	3				30.07	69	67	66	68	"	per. cum. str. nim.	2	"	
11	69	59.4	"	E. S. E.	2-3				30.08	70	68	66	68	b.c.p.	"	1	"	
Noon.	74	66.8	"	S. E.	2-3				30.07	72	70	69	68	"	"	3	"	

Course and distance made good since preceding noon by observations, N. 52° W. 159 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 29° 52'	"
	Longitude by D. R.	N. 67° 12'	"
	Latitude by observations of ☉	N. 29° 51'	"
	Longitude by chronometer from Forenoon Observations of ☉	N. 67° 13'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by DR.	N. 30° 19'	"
	Longitude by from P. M. observation	N. 70° 00'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 320 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 700 "

Coal consumed during the preceding 24 hours, 8 tons 120 lbs.

Coal remaining on hand at Noon, 87 " 700 "

P. M.																		
1	24	69.2	N. W.	S. E. by E.	2	30.06	74	72	70	69	b. g.	circum	4	S.				
2	37	72.9	N. N. W.	"	2	30.05	74	72	70	69	"	strat.	5	"				
3	67	79.1	"	"	2	30.04	73	71	69	69	"	ci.	3	"				
4	64	85.5	"	S. by E.	2	30.04	73	71	69	69	"	cum.	3	"				
5	61	91.6	"	"	1-2	30.03	73	71	69	69	"	"	3	"				
6	57	97.3	"	S. E.	1-2	30.05	73	71	69	69	"	"	5	"				
7	57	3.0	"	"	1-2	30.05	73	71	69	69	"	circum	7	"				
8	60	9.0	"	Variable	1-2	30.07	73	72	70	69	"	min.	2	"				
9	58	14.8	"	"	0-1	30.07	74	72	70	69	"	cum	8	"				
10	59	20.7	"	Calms	0	30.07	74	72	70	69	"	min.	8	"				
11	58	26.5	"	"	0	30.07	74	72	70	69	"	cum.	9	"				
Mid.	63	32.8	"	N. E.	1	30.06	73	72	70	69	"	"	9	"				
	64	39.2	"	N. E.	1	30.07	73	71	70	69	"	circum	8	"				
												strat.	8	"				
												ci.	7	"				
												cum.	7	"				

under the command of

Commander Theo. F. Jewell.

, U. S. Navy,

Thursday April 18th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Sunday 4 A.M.

Cloudy weather, with light rain until last hour. Light to moderate breeze from S. & W. At 12:30 took in main trysail & my. topmast staysail. Occasional lightning to N. E. Moon occasionally visible. Steering a course N. N. 1/4 W. At end of watch, steaming with four boilers, & under all plain sail (save flying jib, mainsail, & spanker), main trysail & my. topmast staysail. Set main trysail & my. topmast staysail at 3:40.

B. F. Waring
Lieut. U. S. N.

From 4 to 8 A.M.

Cloudy, overcast, rainy weather; first two hours the wind was steady from N. E. & S. E. but at 6:10 shifted suddenly to N. E. & N. & remained variable in force & direction until 7:15 when it came out from N. E. Shortened sail at 6:10 & sent down light yards. At 7:15 set jib, fore topmast staysail, main trysail & foresail. Smooth sea, course N. N. 1/4 W.

H. M. Buchanan
Ensign U. S. N.

From 8 A.M. to Meridian:

Cloudy, with passing showers third & fourth hours. Light to gentle breeze from N. E. by E. to S. E. At 8:15 set topsails. At 8:30 changed course to N. N. Pat log 42.2. At 9:00 crossed topgall yards & set topgall sails. At 9:30 mustered crew at quarters for inspection. At 9:45 crossed royal yards & set royals. At 11:00 hauled down fore topmast staysail & main trysail. Roused up, overhauled & white washed sheet chain. Set clock back 11 minutes last hour. At end of watch ship on course N. N. under steam & plain sail to royals, excepting topmast stay sail, mainsail, main trysail & spanker.

M. B. Hoggatt

Ensign U. S. N.

From Meridian to 4 P.M.

Clear & pleasant. Light airs from S. E. by S. first half & from S. by E. last half of watch. Changed course to N. N. 1/4 W. at 12:25, Pat log reading 69.2. At 3:30 sighted, & passed within 100 yards of a large drift log, covered with barnacles. Same steam & sail as at end of watch preceding.

H. F. Waring.

Lieut. U. S. N.

From 4 to 6 P.M.

Cloudy, pleasant weather. Light airs & breezes from S. E. At 4:35 took in & furled all sail. On course N. N. 1/4 W. Light S. E. by swell.

B. F. Waring
Lieut. U. S. N.

From 6 to 8 P.M.

Cloudy; variable light airs tending towards North. Light swell from East. Steaming the course N. N. 1/4 W. under four boilers.

H. M. Buchanan
Ensign U. S. N.

From 8 P.M. to Midnight:

Clear first part, cloudy last hour. Calm, & light airs from N. E. & N. N. E. At 8:00 started fires under boilers No. 2 for distilling. On course N. N. 1/4 W. Smooth sea with occasional long swell from East. Moon rose at 9:55

M. B. Hoggatt
Ensign U. S. N.

Examined and found to be correct.

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At sea, making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	58	45.0	N. $7\frac{1}{4}$ W.	N. N. E.	1				30.04	72	71	69	69	b. c.	cum. nim.	3	S	
2	57	50.7	"	"	1				30.04	72	70	69	69	"	"	3	"	
3	61	56.8	"	"	1				30.04	72	70	68	69	"	"	1	"	
4	60	62.8	"	"	1				30.04	72	70	68	69	"	"	1	"	
5	57	68.5	"	"	1				30.05	72	70	68	69	"	"	1	"	
6	59	70.4	N. W. by N.	N. W.	1				30.08	72	71	68	67	"	cir cum.	1	"	
7	61	80.3	"	North.	1				30.09	70	69	67	66	"	"	1	"	
8	60	86.3	"	N. by W.	1				30.10	71	69	67	66	"	"	2	"	
9	60	92.3	"	"	1				30.12	71	69	67	66	"	"	7	"	
10	55	97.8	"	"	1				30.12	71	70	68	67	"	"	5	"	
11	62	4.0	"	"	2				30.14	72	70	68	67	"	"	6	"	
Noon.	68	10.8	"	"	2				30.14	71	70	67	69	"	"	7	"	

Course and distance made good since preceding noon by observations, *N. 49° W. 135* knots. tenths.

Position at Noon:	Latitude by D. R.	<i>N. 31° 23'</i>	"
	Longitude by D. R.	<i>N. 69° 19'</i>	"
	Latitude by observations of ☉	<i>N. 31° 17'</i>	"
	Longitude by chronometer from Forenoon Observations of ☉	<i>N. 69° 10'</i>	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by	<i>N. 31° 48'</i>	"
	Longitude by <i>from P. M. observation.</i>	<i>N. 69° 39'</i>	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 320 gallons.

Water *Distilled* during the preceding 24 hours, 520 "

Water remaining on hand fit for use at Noon, 900 "

Coal consumed during the preceding 24 hours, 8 tons 1560 lbs.

Coal remaining on hand at Noon, 78 " 1380 "

P. M.																		
1	58	16.6		N. W. by N.	N. N. W.	2			30.14	72	70	67	69	b. c.	cir. cum. str.	5		
2	60	22.6		"	"	2			30.14	73	71	67	69	"	cir. cum.	7		
3	61	28.7		"	"	2			30.14	74	72	67	69	"	"	8		
4	58	34.5		"	"	2			30.14	74	72	67	69	"	cir. str.	8		
5	40	38.5		"	"	1			30.14	74	72	68	69	"	cir. cum.	7		
6	25	41.0		"	West	2			30.14	74	71	67	69	"	"	4		
7	51	46.1		"	N. by S.	2			30.14	76	70	67	69	"	"	4		
8	53	51.4		"	N. W.	2			30.13	74	70	67	69	"	"	6		
9	62	57.6		"	"	2			30.15	73	69	66	69	"	"	7		
10	48	62.4		"	N. W. by N.	2			30.16	71	69	66	69	"	"	7		
11	56	68.0		"	"	2			30.16	70	68	66	69	"	"	5		
Mid.	57	73.7		"	"	2			30.16	70	68	66	69	"	"	5		

under the command of

Commander Theo. F. Jewell
Friday April 19th

, U. S. Navy,
1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Cloudy & pleasant. Light air from N.N.E. Observed moonlight. Sea smooth, with a swell from E.S.E. Steaming with four boilers, & fire under No 2 boiler for distilling. Began to distill into the tanks at 3:40. Steering course N. N. $\frac{1}{2}$ W.

From 4 to 8 A.M.:

H. L. Spring.

Lieut. U.S.N.

Cloudy, pleasant weather. Light airs from N.N.E., N.W., North, & N. by W. At 4:05 started distiller. Steaming on course N. N. $\frac{1}{2}$ W until 5:20 when changed to N.W. by N. Long swell from E.

From 8 A.M. to Meridian:

B. T. Wagoner

Lieut. U.S.N.

Clear & pleasant. Light airs to light breezes from N. by W. Went to fire quarters at 9:30, after which inspected crew at quarters, exercised 1st Div. at single sticks; Powder at stations, 2nd transported No 1 gun to midship port, & 3rd at great guns. Finished repairing jib. Ship under steam, on course N. W. by N.

From Meridian to 4 P.M.:

Hugh Rodman

Ensign U.S.N.

Clear & pleasant. Light breezes from N.N.W. Untied main top-mast staysail & sent it below. Exercised marine guard at skirmish drill. At end of watch making course N. W. by N. under steam alone.

From 4 to 6 P.M.:

W. H. Haggatt

Ensign U.S.N.

Clear first hour, & second hour growing cloudy. Light air from N.N.W. first hour & light breeze from West springing up second hour. Smooth sea. At 4:38 slowed engines & swung ship, for variation, with port helm, observing on every second point beginning at North. Went ahead on course N. W. by N. at 5:27. At 5:45 set jib. Distilling.

From 6 to 8 P.M.:

H. L. Spring.

Lieut. U.S.N.

Clear, pleasant weather. Light breezes from W. by S. & N.W. At 6:15 set main trysail & spanker. Took in m. trysail at 6:40, & all sail at 7:10. Light Ely swell. Distilling.

From 8 P.M. to Midnight:

B. T. Wagoner

Lieut. U.S.N.

Clear to cloudy; gently breeze from N.W. to N.N.W. Smooth sea. An apparent discrepancy in the reading of the P.D. was caused by the propeller being fouled by sea weed, as the speed was uniform, nearly, each hour. Steaming the course N.W. by N. Moon rose at 11:22

Hugh Rodman

Ensign U.S.N.

Examined and found to be correct.

D. Galloway

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
at sea, making the passage from Funchal Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	5	1	78.5	N. W. by N.	N. W. by N.	3			30.15	69	68	66	68	0.0 m.	cum. str. nim.	0	N
2	4	9	83.7	"	N. by N.	3			30.14	68	68	65	67	0.0	cum. nim.	0	"
3	5	0	88.7	"	"	3			30.14	69	68	66	67	"	"	0	"
4	4	8	93.5	"	North	3			30.14	68	67	65	66	0.0 p.	"	0	"
5	4	8	98.3	"	"	2			30.14	69	68	65	66	0.0	"	0	"
6	5	0	3.3	"	"	2			30.18	69	68	65	66	0.0	"	2	"
7	5	3	8.6	"	N. by N.	2			30.19	69	68	65	66	"	str. cum.	4	"
8	5	4	14.0	"	"	2			30.20	70	68	65	66	"	"	4	"
9	5	0	19.0	"	N. W. by N.	2			30.21	70	68	65	66	"	cum. str. nim.	2	"
10	5	7	24.7	"	"	2			30.22	71	69	65	67	"	"	1	"
11	6	0	30.7	"	N. N. W.	2			30.22	71	69	65	68	"	"	1	"
Noon.	7	5	38.2	"	"	2			30.21	71	69	64	68	"	"	2	"

Course and distance made good since preceding noon by observations, N 45° W. 12.3 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 32° 52'	"
	Longitude by D. R.	W. 70° 51'	"
	Latitude by observations of ☉	N. 32° 43'	"
	Longitude by chronometer from Forenoon Observations of ☉	W. 70° 53'	"

Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"

Position at 8 P. M.	Latitude by D. R.	N. 33° 32'	"
	Longitude by from P. M. observation	W. 71° 19'	"

Current during the time, knots 4 tenths per hour, setting to the S. 10° W.

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head 0 " "

Variation of the Compass by Amplitude ☉ observed at Sunset, 0 " "

Variation of the Compass by Azimuth ☉ observed at 7.10 a. m. " N. 34° W. W. 6° 30' "

Variation of the Compass by Azimuth ☉ observed at " 0 " "

Water expended during the preceding 24 hours, 370 gallons.

Water Distilled during the preceding 24 hours, 2120 "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, 9 tons 2020 lbs.

Coal remaining on hand at Noon, 68 " 1600 "

P. M.																		
1	0	9	39.1	N. W. by N.	N. N. W.	2			30.21	72	70	64	68	0.0	cum. str.	0		
2	6	2	44.3	"	"	2			30.20	71	70	64	68	"	"	0		
3	7	0	52.3	"	"	2			30.18	71	70	65	68	0.0	"	1		
4	7	1	59.4	"	"	2			30.17	71	69	65	68	"	"	2		
5	6	7	66.1	"	"	2			30.17	70	68	63	68	"	"	7		
6	6	8	72.9	"	N. by E.	2			30.16	70	68	63	68	"	"	8		
7	6	9	79.8	"	N. N. E.	1			30.16	70	68	64	68	"	"	7		
8	6	8	86.6	"	"	1			30.16	70	68	64	68	0.0	"	7		
9	6	8	93.4	"	"	1			30.16	69	68	64	68	0.0	"	8		
10	6	9	100.3	"	"	1			30.16	69	68	64	67	"	"	8		
11	7	1	7.4	"	N. E. by N.	1			30.16	69	68	64	67	"	"	8		
Mid.	7	3	14.7	"	N. N. W.	1			30.16	69	68	64	67	"	"	7		
	7	2	21.9	"	"	1			30.16	69	68	64	67	"	"	7		

under the command of

Commander Theo. F. Jewell,

, U. S. Navy,

Saturday April 20th, 1859.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 a.m.:

Overcast, with occasional mist & light passing showers. Gentle breeze from N. N. by N. to North. At 1:00 sent down 1. of royal yards. On course N. N. by N. under steam alone. Smooth sea. Distilling

From 4 to 8 a.m.:

Cloudy, then partly clear, & pleasant weather. Light breeze from North & N. by N. Smooth sea. Barometer rising. Sighted a bark standing to the S. & S. W. At 7:40 started fires in boilers Nos. 1 & 3. Steering course N. N. by N. Distilling.

W. M. Hoggatt
Ensign U. S. N.

From 8 a.m. to Meridian:

Cloudy & pleasant. Light breeze from N. N. by N. to N. N. W. At 9:30 mustered at quarters for bag & clothing inspection. At 10:40 connected boilers 1 & 3 to engines. Watch scraped & set back 9 minutes last hour. Louis Poorel (Painter) reported his term of enlistment as having expired.

H. Keating
Lieut. U. S. N.

From Meridian to 4 P.M.:

Cloudy & pleasant. Light breeze from N. N. W. At 12:05, by order of Comdg. Officer, changed course to N. N. W. per log reading 39.1. Paired waterways. Steaming with six boilers. Distilling

B. T. Walling
Lieut. U. S. N.

From 4 to 6 P.M.:

Clear & pleasant. Light air & breeze from N. by E. & North. At 4:20 stopped distilling & hauled fires from boiler No. 2. Passed an English steamer standing to the S. On course N. N. W. under steam alone. Smooth sea.

Hugh Rodman
Ensign U. S. N.

From 6 to 8 P.M.:

Clear & pleasant. Light air from N. N. E. Smooth sea. At end of watch passed a barque standing to the S. E. No change in steam or course.

W. M. Hoggatt
Ensign U. S. N.

From 8 P.M. to Midnight:

Clear, pleasant weather. Light air from N. N. E. & N. E. by N. shifting to N. N. W. Steaming with six boilers on course N. N. W.

H. Keating
Lieut. U. S. N.

B. T. Walling
Lieut. U. S. N.

Examined and found to be correct.

D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
At sea, making the passage from Funchal Madeira, to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	73	29.2	N. N. W.	N. by N.	2				30.10	68	67	63	66	b.c.	cir. cum.	7	A	
2	71	36.3	"	"	2				30.14	67	66	63	67	"	"	8	"	
3	76	43.9	"	West.	2				30.13	67	66	63	66	"	"	5	"	
4	78	51.7	"	N. by S.	3				30.17	67	66	63	66	"	"	4	"	
5	76	59.3	"	N. S. W.	2				30.11	67	65	62	66	"	cir. cum. strat.	5	"	
6	75	66.8	"	"	2				30.17	67	66	63	66	"	"	4	"	
7	77	74.5	"	"	3				30.13	67	66	63	66	"	"	4	"	
8	79	87.4	"	N. by S.	3				30.15	68	66	63	66	"	"	3	"	
9	79	90.3	"	N. by N.	3				30.14	68	66	63	66	"	cir. cum.	3	"	
10	78	98.1	"	N. by S.	3				30.14	68	67	64	67	"	"	7	"	
11	80	6.1	"	N. S. W.	3				30.13	68	67	64	68	"	"	7	"	
Noon.	90	15.1	"	"	3				30.12	69	67	64	66	"	"	4	"	

Course and distance made good since preceding noon by observations, N. 78° W. 168. knots. tenths.

Position at Noon:	Latitude by D. R.	N. 35° 19'	"
	Longitude by D. R.	N. 72° 33'	"
	Latitude by observations of ☉	N. 35° 11'	"
	Longitude by chronometer from Forenoon Observations of ☉	N. 72° 28'	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by <i>S.R.</i>	N. 36° 10'	"
	Longitude by <i>from P.M. observation</i>	N. 72° 54'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, ° ' "

Variation of the Compass by Azimuth ☉ observed at 7:20 a.m. N. 22° W. W. 5° 39' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Water expended during the preceding 24 hours, 320 gallons.

Water *Distilled* during the preceding 24 hours, 120 "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, 10 tons 1130 lbs.

Coal remaining on hand at Noon, 58 " 470 "

P. M.																		
1	84	23.5		N. N. W.	W. S. W.	3			30.10	69	67	65	68	b.c.	cir. cum.		4	✓
2	82	31.7		"	S. W. by W.	3			30.08	70	69	66	73	"	"		3	"
3	83	40.0		"	"	3			30.06	72	70	67	74	"	"		2	"
4	83	48.3		"	"	3			30.05	72	71	68	74	"	"		3	"
5	84	56.7		"	W. by S.	4			30.05	72	72	67	74	"	"		2	"
6	88	65.5		"	"	4			30.05	73	72	67	74	"	"		6	"
7	71	72.6		"	N. W. by W.	3			30.03	75	70	68	70	"	"		7	"
8	69	79.5		"	W. N. W.	3			30.03	70	65	62	51	b.c.f.	cum.		6	"
9	65	86.0		"	W. by N.	2-4			30.03	69	67	65	69	b.c.f. p.	cum.		1	"
10	69	92.9		"	"	2			30.03	67	65	63	56	b.c.f.	"		3	"
11	70	99.9		"	"	2			30.03	61	60	59	52	"	"		5	"
Mid.	67	6.6		"	"	2			30.01	63	61	60	62	"	"		6	"

under the command of

Commander Thos. F. Jewell

, U. S. Navy,

Sunday April 21st, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Clear to cloudy, light breeze from W by N to W by S. Smooth sea. At 3:50 set main trysail. Moon rose at 17:18. Steaming the course N. N. W. under six boilers.

From 4 to 8 a.m.:

Wm. R. Johnson
Ensign U.S.N.

Fair & pleasant. Light to gentle breeze from W. S. W. to W. by S. At 4:15 set f. jib & fore t. m. staysail. At 6:00 set foresail & spanker. On course N. N. W. Smooth sea. Exchanged colors with an American barkentine standing to the S. E.

From 8 a.m. to Meridian:

W. P. Hoggatt
Ensign U.S.N.

Cloudy first hour; clear & pleasant rest of watch. Gently breezes shifting gradually from W. by N. to W. S. W. At 10:05 made sail to royals. At 9:30, Comdg Officer inspected ship, & crew at quarters. Steaming with six boilers. Making course N. N. W.

From Meridian to 4 P. M.:

H. C. Gearing
Lieut. U.S.N.

Cloudy & pleasant. Gently breezes from W. S. W. & S. W. by W. Temperature of water rose 6° during first part of watch. Making course N. N. W. No change in steam or sail since last watch.

From 4 to 6 P. M.:

B. A. Wareing
Lieut. U.S.N.

Fair, pleasant, warm weather; Gently to moderate breeze from S. W. by W. to W. by S. Plain sail to royals, & steam in six boilers. Started fire in No. 7 boiler at 4:10. Smooth sea.

From 6 to 8 P. M.:

Wm. R. Johnson
Ensign U.S.N.

Partly clear, pleasant. Lightning to the E & to the N. E. last hour. Gently breeze from N. W. by W. to W. N. W. At 6:00 took in & furled all sail, & at 6:30 set head sails & m. trysail. On course N. N. W. Smooth sea. Temperature of the sea water began to fall at 7 o'clock.

From 8 P. M. to Midnight:

W. P. Hoggatt
Ensign U.S.N.

First hour threatening weather. Brilliant flashes of lightning all around the horizon: a heavy passing rain shower second hour, & after that pleasant weather, lightning flashes continuing at intervals in a cloud-bank astern. Breezes light from W. by N. Sea smooth. Great fluctuations in the surface temperature of the water as follow: At 8⁰⁰, 51°; at 8:30, 65°; at 9:00, 69°; at 9:30, 67°; at 10:00, 56°; at 10:30, 51°; at 11:00, 59°; at 11:30, 59° & at 12:00, 62°. Sea phosphorescent. Passed a steamer first hour standing to the S. E. At 8:10 started the distiller. At 8:45 took in flying jib, & at 11:30 rent it. Steam under six boilers & f. & a. sail. Course N. N. W.

Examined and found to be correct.

H. C. Gearing
Lieut. U.S.N.

E. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer *Ossai*, 3^d Rate,

At sea, making the passage from Funchal, Madeira to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	6 4	13.0		N. N. W.	N. by N.	3			30.02	67	60	59	57	b.c.f.	cir. cum.	8	1	
2	5 7	18.7		"	N. N. by N.	3-6			30.03	61	60	59	57	"	"	8	1	
3	4 6	23.3		"	North	5-7			30.04	61	60	56	57	b.c.f.	"	9	1	
4	4 9	28.2		"	N. N. E.	5-7			30.06	60	59	54	57	"	"	9	1	
5	3 8	32.0		"	"	5-7			30.10	59	57	53	56	"	strat.	8	1	
6	1 6	33.6		"	"	5-6			30.13	56	55	50	56	"	cir. strat.	7	1	
7	0 5 2 1	34.1 36.2		N. N. by N.	"	5-6			30.17	57	54	50	55	"	"	8	1	
8	2 5	38.7		"	"	5			30.18	57	53	49	56	"	"	9	1	
9	2 0 0 6	40.7 41.3		N. N. N. 1/2 W.	N. E. by N.	5			30.19	55	53	49	56	"	"	9	1	
10	1 9	43.2		"	"	5			30.21	55	53	48	56	"	"	9	1	
11	2 0	45.2		"	"	5			30.22	56	53	48	54	"	"	9	1	
Noon.	1 9	47.1		"	N. N. E.	5			30.24	55	53	48	54	"	"	9	1	

Course and distance made good since preceding noon by observations, N. 22° N. 121 knots. tenths.

Position at Noon:	Latitude by D. R.	N. 37° 04'	"
	Longitude by D. R.	N. 73° 37'	"
	Latitude by observations of ☉	N. 37° 03'	"
	Longitude by chronometer from Forenoon Observations of ☉	N. 73° 24'	"

Position at 8 a. m.	Latitude by	"	"
	Longitude by	"	"

Position at 8 P. M.	Latitude by	"	"
	Longitude by	"	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head " " "

Variation of the Compass by Amplitude ☉ observed at Sunset, " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Variation of the Compass by Azimuth ☉ observed at " " "

Water expended during the preceding 24 hours, 370 gallons.

Water Distilled during the preceding 24 hours, 200 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, 9 tons 2020 lbs.

Coal remaining on hand at Noon, 48 " 690 "

P. M.																		
1	0 2	47.3	N. N. W. 1/4 N.	North	5				30.25	56	54	48	55	b.	None	10	M	
	0 2	47.5	N. 1/2 N.															
2	0 7	48.2	"	"	5				30.26	56	55	49	55	"	"	10	"	
3	3 8	52.0	"	"	4				30.27	56	55	49	56	"	"	10	"	
4	4 8	56.8	"	"	3				30.27	56	54	49	56	"	"	10	"	
5	5 2	62.0	"	"	2				30.27	56	54	49	56	"	"	10	"	
6	6 2	68.2	"	"	1-2				30.27	57	54	49	56	"	"	10	✓	
7	6 9	75.1	North.	N. N. N.	1				30.28	57	55	50	55	b.c.	Strat.	9	"	
8	7 1	82.2	"	"	1				30.30	57	55	51	55	b.c.z.	"	9	"	
9	4 8	87.0	N. 1/2 E.	N. N.	2				30.32	57	55	50	55	"	"	9	"	
	2 1	89.1																
10	6 7	95.8	"	North	2				30.33	57	54	49	55	b.	None	10	"	
11	6 9	102.7	"	"	1				30.33	56	53	49	55	"	"	10	"	
Mid.	7 1	9.8	"	Calme	0				30.33	55	52	48	55	"	"	10	"	

under the command of

Commander Theo. F. Jewell

, U. S. Navy,

Monday April 22nd, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear, cool weather. Gentle breeze from N. by N. first hour. At 12:15 set spanker. At 1:20 mist shifted in a fresh squall to N.W. Took in fore & aft sail & sent down light yards. Stiff breezes with frequent fresh squalls hauling to N.N.E. until 3:00. At 3:00 set fore & aft sail (except main trysail). At 1:30 stopped distilling, disconnected boilers & 3 from engine; at 7:00 connected No. 2 boiler to engine. At end of watch, steaming course N.N.W., under five boilers & fore & aft sail (save main trysail); fresh breeze from N.N.E. with very fresh squalls. Moderate sea. Temperature of sea water, steady.

B. H. Walling

From 4 to 8 A.M.:

Lieut. U.S.N.

Clear & cool, stiff to fresh breeze from N.N.E. with occasional puffs moderating last hour. At 5:00 hauled fire from under Nos. 6 & 8 boilers on account of a leak. Set main trysail at 5:30. At 6:20 ran off to N.W. by N. to keep fore & aft sail drawing. Smooth sea until 5:00, gradually coming up afterwards. Cleaned forward bilges.

From 8 A.M. to Meridian:

Ensign U.S.N.

Clear & cool. Stiff breezes from N.E. by N. to N.N.E. Moderate sea. At 8:43 changed course to N.W. by N. Cal. log 46.7. At 11:05 started fire in boilers 6 & 8. John Patton (sea) reported the expiration of his term of enlistment. Set clock back 5 minutes last hour. At end of watch on course N.N.W. by N. using steam from three boilers, & under jib fore topmast staysail, main trysail & spanker.

M. H. Haggatt

From Meridian to 4 P.M.:

Ensign U.S.N.

Clear & cool. Stiff breeze first half, moderate breeze last half from North. At 11:05 took in fore & aft sail. At 12:09 changed course to N.W. At 1:00 connected Nos. 6 & 8 boilers. Steaming against head wind & sea on course N.W. Inspected gun-cotton & electrical apparatus & found all in good condition.

M. Haggatt

From 4 to 6 P.M.:

Lieut. U.S.N.

Clear, cool weather. Light to gentle breeze from N.N.E. Steaming at course N.W. with five boilers. Several sails in sight.

B. H. Walling

From 6 to 8 P.M.:

Lieut. U.S.N.

Clear first hour, hazy around horizon last; light air & breeze from North to N.N.W. Passed several sails close aboard. Steaming with five boilers. By order of Comdg Officer changed course to North at 6:00. Smooth sea.

From 8 P.M. to Midnight:

Ensign U.S.N.

Clear overhead, foggy around horizon. Balm, & light air & breeze from N.W. to North. At 8:44 changed course to N.E. At 12 o'clock got sounding with Thompson machine; No bottom at 70 fathoms. Smooth sea. Under steam alone.

M. H. Haggatt
Ensign U.S.N.

Examined and found to be correct.

E. D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
at sea, making the passage from Funchal Madeira to N. York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	69	16.7	N. 1/2 E.	North	1				30.33	53	51	48	49	b. m.	none	10	✓	
2	65	23.2	"	N. N. E.	1				30.32	52	50	49	45	"	"	10	"	
3	65	29.7	"	N. E.	2				30.33	50	48	46	44	"	"	10	"	
4	63	36.0	"	N. E. by N.	2				30.35	50	48	45	46	b.	"	10	"	
5	62	42.2	"	"	1				30.37	50	48	45	46	b. c.	Strat.	9	"	
6	62	48.4	"	North	2				30.40	50	48	45	44	"	"	9	"	
7	67	55.1	"	"	2				30.41	50	48	45	44	"	"	9	"	
8	67	61.8	"	"	2				30.43	48	46	43	44	"	"	9	"	
9	65	68.3	"	N. N. E.	2				30.45	49	47	44	44	"	"	9	"	
10	67	75.0	"	N. E.	2				30.45	50	48	45	44	"	"	9	"	
11	71	82.1	"	E. N. E.	2				30.45	46	44	41	45	"	"	9	"	
Noon.	76	89.7	"	"	2				30.43	45	44	41	45	"	air strat.	8	"	

Course and distance made good since preceding noon by observations, N. 70° W. 136 knots. tenths.

Position at Noon:	Latitude by D. R.	N.	39	25	"
	Longitude by D. R.	N.	73	35	"
	Latitude by observations of ☉	N.	39	18	"
	Longitude by chronometer from Forenoon Observations of ☉	N.	73	45	"

Position at 8 a. m.	Latitude by	°	'	"
	Longitude by	°	'	"

Position at 8 P. M.	Latitude by	°	'	"
	Longitude by	°	'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, ° ' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Water expended during the preceding 24 hours, 360 gallons.

Water on hand at Noon during the preceding 24 hours, 2740 "

Water remaining on hand fit for use at Noon, "

Coal consumed during the preceding 24 hours, 8 tons 1920 lbs.

Coal remaining on hand at Noon, 39 " 1010 "

P. M.																		
1	3	4	93.1	N. 1/2 E.	E. N. E.	2			30.42	46	44	41	45	b. c.	air strat.	9	J	
	3	8	96.9	N. 1/4 E.														
2	7	1	4.0	"	"	2			30.41	46	44	41	46	"	"	9	"	
3	7	0	11.0	"	E. S. E.	2			30.39	47	45	42	47	"	"	9	"	
4	7	8	18.8	"	S. S. E.	3			30.37	47	45	42	47	"	"	9	"	
5	7	9	26.7	"	S. E.	3			30.36	50	46	44	44	b.	None.	10	"	
	2	0	28.7	"														
6	6	2	34.9	North	South.	3			30.34	50	48	46	45	"	"	"	"	
7	8	0	42.9	"	"	4			30.32	50	49	47	44	b. c.	Strat.	9	"	
8	7	8	50.7	"	"	4			30.32	50	49	47	44	"	"	9	"	
9	7	5	58.2	Standing up	S. by W.	3			30.33	50	49	47	44	"	"	9	"	
10				for anchorage.	"	3			30.32	50	48	47		"	"	9	"	
11	(Ship's Head.)			East	South	3			30.32	50	50	48		"	"	8	"	
Mid.				E by S.	"	3-4			30.31	50	50	48		"	"	8	"	

under the command of

Commander Thos. F. Jewell

, U. S. Navy,

Tuesday April 23^d

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Clear sky. light haze on the water. Light air & light breeze from North to N.E. Sea smooth. At 1:00 got a cast of the lead with sounding machine in 69 fathoms, bottom fine white sand & black specks. At 7:07 moon rose. Steam alone in five boilers. Steering course N $\frac{1}{2}$ E. Temperature of surface water fell 11° between midnight & 3:00 A.M.

From 4 to 8 a.m.:

Clear & cool. Light airs from N.E. by N, light air & breeze from North. Smooth sea. Sighted nine sail. Steaming on course N $\frac{1}{2}$ E.

From 8 a.m. to Meridian:

Clear & cool. Light breezes from N $\frac{1}{2}$ E & E. Drilled 1st & 3^d Divisions with rifles, inspected magazine & shell room flood cocks & found them in good order. At 10:10 set fore & aft sail & at 11:00 set foresail. Unbent mainsail at 10:30. Ship on course N $\frac{1}{2}$ E.

From Meridian to 4 P.M.:

Clear & cool. Light breezes from E.N.E. first two hours, shifting to E.S.E. third hour, & increasing to gentle breeze from S.E. last hour. By order of Comdg Officer at 11:30 changed course to N $\frac{1}{4}$ E. At 1:00 sighted Barnegat Lt. broad on port bow. At 2:45 crossed light yards, & made plain sail to royals, except mainsail & main topmast staysail. At end of watch on course N $\frac{1}{4}$ E. under steam & plain sail to royals except mainsail & m.t. staysail. Barnegat Lt. House bow (p.c.) N by S. at 4:00.

From 4 to 6 P.M.:

Clear & pleasant. Gentle breeze from S.E. hauling to South. Smooth sea. A number of sail in sight. At 4:30 sighted lowland on port bow. At 5:00 mustered crew at quarters. At 5:16 changed course to North, pat. log 28.7. At 5:20 took in all fore & aft sail. Unbent miz. Topmast staysail.

From 6 to 8 P.M.:

Clear cool weather. Moderate breezes from South. Steaming a course North. No change in steam or sail. At 6:10 sighted Navasink Highland Lt. Ho; at 7:00 Sandy Hook Lt. Ho.; at 7:15 Sandy Hook Light Ship & at 7:30 Scotland Light ship. Bearings at 8:00: Scotland Light ship N. 74° W.; Sandy Hook Lt. Ho. N. 27° W. Highland Light N. 54° W. - all true bearings. A number of sail in sight.

From 8 P.M. to Midnight:

Clear & cool weather; light breeze from S.E. W. shifting to South & freshening. At 8:00 with Comdg Officer at the conn stood in for main channel entrance to lower N.Y. Bay, & at 10:15 slowed down. At 10:19 stopped & let go port anchor in 4 $\frac{1}{2}$ fathoms of water, soft muddy bottom, 30 fms. on chain. Banked fires. Draft forward 13.1 aft 5.3. Bearings at anchor: Highland Light (p.c.) S.S.E. Sandy Hook Lt. (p.c.) E. 78 S. Wilson's Beacon (p.c.) N $\frac{1}{2}$ S. At 8:45 called all hands, & shortened sail. At 9:00 took in P.L. reading 59.0. Biding to flood after anchoring. Set clock back 9 minutes at 9:30 and found to be correct.

E.D. Galloway

Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

At anchor in Lower New York Bay & standing up to Anchorage in North River.

Hrs.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Lee-way.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				N. N. W.	S. S. W.	3.4			30.29	50	49	47	b. g.	None	10	J.	
2				West	"	3			30.29	50	49	47	b. c.	cir.	9	"	
3				S. W.	"	3			30.28	51	48	46	"	"	9	"	
4				N. S. W.	"	3			30.27	51	48	46	"	"	9	"	
5				"	S. W.	2			30.27	51	48	47	"	cir. cum.	7	"	
6				"	N. by S.	2			30.31	50	49	47	"	"	8	"	
7				"	"	2			30.33	53	51	49	b.	None	10	"	
8				"	"	1			30.32	54	52	49	"	"	10	"	
9				"	S. S. E.	2			30.30	55	53	51	"	"	10	"	
10				"	S. E. by E.	3			30.30	56	55	53	"	"	10	"	
11				"	"	3			30.28	59	57	54	"	"	10	"	
Noon.				N. E. by N.	S. S. E.	3			30.26	61	60	56	b. c. z.	cir.	8	"	

Course and distance made good since preceding noon by observations, Various

94 knots. tenths.

Position at Noon: { Latitude by D. R. " "

 Longitude by D. R. " "

 Latitude by observations of ☉ " "

 Longitude by chronometer from Forenoon Observations of ☉ " "

Position at 8 a. m. { Latitude by " "

 Longitude by " "

Position at 8 P. M. { Latitude by " "

 Longitude by " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours, 360 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1880 "

Coal consumed during the preceding 24 hours, 5 tons 630 lbs.

Coal remaining on hand at Noon, 34 " 380 "

P. M.													
1	Off.	N. E.	S. S. E.	2-3	30.23	61	61	57	b. c. z. g.	cir. stral.	8	J.	
2	Flood	South	S. by E.	3-5	30.20	62	61	56	"	"	8	"	
3	"	S. W. by S.	South	3-5	30.18	62	61	56	"	"	8	"	
4	"	S. S. W.	"	3-5	30.17	61	60	56	"	"	7	"	
5	"	"	"	3-5	30.15	61	60	56	b. c. z.	"	6	"	
6	"	"	"	4	30.14	60	59	55	"	"	5	"	
7	"	"	S. by W.	4	30.15	59	57	54	"	"	6	"	
8	"	"	"	4	30.17	58	56	53	"	"	6	"	
9	"	"	"	4	30.17	57	56	53	"	"	5	"	
10	Off.	N. E. by N.	"	4	30.17	57	56	54	b.	None	10	"	
11	"	"	"	4	30.16	57	56	54	"	"	10	"	
Mid.	"	"	"	4	30.14	57	56	54	"	"	10	"	

under the command of

Commander Theo. F. Jewell

, U. S. Navy,

Wednesday April 24th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences 5 until 4 A.M.:

Clear & cool. Gentle breeze from S.W.

From 4 to 8 A.M.:

W. H. McMillan

Naval Cadet U.S.N.

Clear, pleasant weather. Light breeze from S.W.

At 6:30 hove up anchor & got under way. Remainder of watch standing up lower Bay. At end of watch Dix Id. bore S.W., distant 1/2 mile.

From 8 A.M. to Meridian:

B. T. Wainwright

Lieut. U.S.N.

Clear, pleasant weather; gentle breeze from S.E. & E.

At 8:30 slowed down, at 8:45 health officer came alongside, & ship continued on course. At 10:55 made "Cornet 44". "Minnesota" answered & made her number. "Yantis" also made her number. Answered & made Interq 1211. "Minnesota" answered in the affirmative. At 11:26 let go stbd anchor, at 11:28 port anchor in 7 fms. of water, & moored with 30 fms. on each chain, ahead of the "Yantis", off 28th st. New York. Riding to ebb. Banked fire. Draft forward 13' 1", aft 15' 3". Comdg Officer paid an official visit to the "Minnesota".

From Meridian to 4 P.M.:

Thos. M. Holman

Ensign U.S.N.

Partly clear, hazy, squally. Gentle to stiff breeze in squalls from S.S.E., S by E & South. The Comdg Officer paid an official visit to the Commandant of the Navy Yard. Painted outside of ship. Cross in hawse stbd chain on top.

From 4 to 8 P.M.:

M. B. Hoggatt

Ensign U.S.N.

Clear & cool; moderate breeze with occasional puffs from S.E. & W. Cross in hawse. Riding to flood.

From 8 P.M. to Midnight:

Thos. M. Holman

Ensign U.S.N.

Clear & pleasant. Mod. breeze from S by W. Clear hawse. Swung to ebb at 9:10

M. B. Hoggatt

Ensign U.S.N.

E. D. Galloway
Lieut. & Navigator.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	Ebb.			N. E. by N.	S. by N.	4			30.11	56	56	54	B. c.	cir. strat.	9	S.	
2	"			E. N. E.	"	3			30.10	56	55	53	"	"	8	"	
3	Flood			S. N. by S.	"	2			30.08	56	55	53	"	cir. cum.	4	"	
4	"			"	"	2			30.07	56	55	53	"	"	3	"	
5	"			S. S. W.	South	2			30.05	56	56	54	O. c.	cir. strat.	0	"	
6	"			S. W. by S.	"	2			30.05	57	56	54	B. c. g.	"	1	"	
7	"			S. by E.	S. by E.	2			30.05	57	56	54	"	"	2	"	
8	"			S. E.	S. by N.	4			30.05	58	57	54	"	"	2	"	
9	"			N. E. by N.	E. S. E.	3			30.00	60	59	56	B. c.	cir. cum.	4	"	
10	"			"	S. E.	2			30.00	63	62	59	"	"	6	"	
11	"			N. E.	"	4			30.00	64	63	60	"	"	6	"	
Noon.	"			"	"	4			30.00	64	64	61	"	"	6	"	

Course and distance made good since preceding noon by observations,		knots.	tenths.
Position at Noon :	{ Latitude by D. R.	o	' "
	{ Longitude by D. R.	o	' "
	{ Latitude by observations of ☉	o	' "
	{ Longitude by chronometer from Forenoon Observations of ☉	o	' "
Position at 8 a. m.	{ Latitude by	o	' "
	{ Longitude by	o	' "
Position at 8 P. M.	{ Latitude by	o	' "
	{ Longitude by	o	' "
Current during the time,	knots tenths per hour, setting to the		
Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head *		o	' "
Variation of the Compass by Amplitude ☉ observed at Sunset, "		o	' "
Variation of the Compass by Azimuth ☉ observed at "		o	' "
Variation of the Compass by Azimuth ☉ observed at "		o	' "
Water expended during the preceding 24 hours,		560	gallons.
Water during the preceding 24 hours,			"
Water remaining on hand fit for use at Noon,		1520	"
Coal consumed during the preceding 24 hours,		1 tons 230	lbs.
Coal remaining on hand at Noon,		33 " 150	"

[illegible]

under the command of

Commander Theo. F. Jewell.

, U. S. Navy,

Thursday April 25th

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A. M.:

Clear first two hours, cloudy remainder of watch. Light to moderate breezes from S. by W. At 7:15 swung to flood. Clear hawse.

From 4 to 8 A. M.:

M. A. Coale

Naval Cadet U. S. N.

Overcast, cloudy, hazy weather; gentle to moderate breezes from S. by E. to S. by W. Slack water at 8:00. Riding with cross in hawse, stbd chain on top, until end of watch when she swung clear.

From 8 A. M. to Meridian:

Thos. H. Rodman

Ensign U. S. N.

Partly clear, pleasant. Gentle to mod. breeze from E. S. E. to S. E. At 9:35 mustered crew at quarters, then mustered & inspected infantry companies. Transferred W. Edwards, Lieut., & W. Dalt, Lieut. H. C. Martin, prisoners to the U. S. R. S. "Vermont", & Privates Frank Henry & E. S. Farmer, J. Wall, (sea), H. Young (O.S.), Q. B. Falck, (Ch.), Wm Smith, (sea), W. P. Murray (Boiler Maker), & Charles McMahan to U. S. Naval Hospital, Brooklyn. The Comdg Officer of the U. S. S. "Yantis" paid an official visit to the Commander. Clear hawse. Lieut. C. S. Halloway was granted three days leave of absence. Oscar Beyer, (Armorer) reported his term of enlistment as expired.

From Meridian to 4 P. M.:

M. A. Hoggatt

Ensign U. S. N.

Partly clear & pleasant. Mod. breeze from S. S. E. The Comdg Officer paid an official visit to the "Yantis". At 7:30 swung to ebb tide with cross in hawse, stbd chain on top.

From 4 to 8 P. M.:

M. A. Hoggatt

Ensign U. S. N.

Cloudy & pleasant. Gentle to mod. breeze from S. S. E. Surgeon J. Q. Hawke left the ship on three days leave of absence. Naval Cadets M. Millan, Scales & Russell left the ship under orders to report to U. S. Naval Academy. The Boston steamed past at 4:15. Cross in hawse with stbd chain on top.

From 8 P. M. to Midnight:

M. A. Hoggatt

Ensign U. S. N.

Overcast, squally & raining. Light breeze to fresh breeze in squalls from S. S. E. Barometer falling. During first hour, swung to the ebb tide, clearing the hawse. Riding to ebb & wind, rest of watch.

H. H. Keating

Lieut. U. S. N.

Examined and found to be correct.

C. S. Halloway

Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex

, 3^d Rate,

Moved in the North River, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
				<i>Ship's Head.</i>														
A. M.																		
1	<i>Obs.</i>			<i>N. E.</i>	<i>S. S. E.</i>	<i>3-6</i>			<i>29.86</i>	<i>61</i>	<i>60</i>	<i>59</i>		<i>o. c. g. n.</i>	<i>thin.</i>	<i>0</i>	<i>M.</i>	
2	"			"	"	<i>3-6</i>			<i>29.84</i>	<i>61</i>	<i>60</i>	<i>59</i>		"	"	<i>0</i>	"	
3	"			"	"	<i>3</i>			<i>29.82</i>	<i>61</i>	<i>60</i>	<i>59</i>		<i>o. c. n.</i>	"	<i>0</i>	"	
4	<i>Flood</i>			<i>S. S. E.</i>	"	<i>3</i>			<i>29.81</i>	<i>61</i>	<i>60</i>	<i>59</i>		"	"	<i>0</i>	"	
5	"			<i>S. S. W.</i>	<i>E. S. E.</i>	<i>3</i>			<i>29.80</i>	<i>59</i>	<i>58</i>	<i>57</i>		"	"	<i>0</i>	<i>S.</i>	
6	"			"	"	<i>3</i>			<i>29.79</i>	<i>60</i>	<i>59</i>	<i>58</i>		"	"	<i>0</i>	"	
7	"			"	<i>East</i>	<i>3</i>			<i>29.79</i>	<i>60</i>	<i>59</i>	<i>58</i>		<i>o. c. f.</i>	"	<i>0</i>	"	
8	"			"	"	<i>3</i>			<i>29.79</i>	<i>60</i>	<i>58</i>	<i>57</i>		"	"	<i>0</i>	"	
9	<i>Obs.</i>			<i>N. E.</i>	<i>N. E.</i>	<i>3</i>			<i>29.77</i>	<i>59</i>	<i>57</i>	<i>56</i>		<i>o. c. m.</i>	"	<i>0</i>	"	
10	"			<i>N. E. by N.</i>	"	<i>3</i>			<i>29.75</i>	<i>58</i>	<i>56</i>	<i>55</i>		"	"	<i>0</i>	"	
11	"			"	"	<i>3</i>			<i>29.74</i>	<i>57</i>	<i>55</i>	<i>54</i>		<i>o. c. n.</i>	"	<i>0</i>	"	
Noon.	"			"	"	<i>3</i>			<i>29.72</i>	<i>57</i>	<i>53</i>	<i>54</i>		"	"	<i>0</i>	"	

Course and distance made good since preceding noon by observations,		knots.	tenths.
Position at Noon :	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 a. m.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"
Current during the time,		knots	tenths per hour, setting to the
Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head		0	"
Variation of the Compass by Amplitude ☉ observed at Sunset,		0	"
Variation of the Compass by Azimuth ☉ observed at		0	"
Variation of the Compass by Azimuth ☉ observed at		0	"
Water expended during the preceding 24 hours,		36 egallons.	
Water during the preceding 24 hours,		"	
Water remaining on hand fit for use at Noon,		1160 "	
Coal consumed during the preceding 24 hours,		tons	2020 lbs.
Coal remaining on hand at Noon,		32 "	370 "

P. M.																		
1	Obs	N. E.	N. E.	5	29.67	58	56	54	o. c. g. n.	minib.	0	S						
2	"	N. E. by N.	"	5	29.65	57	55	54	"	"	0	"						
3	"	N. E.	"	5	29.60	56	55	54	"	"	0	"						
4	"	"	"	5	29.56	56	55	54	"	"	0	"						
5	Flood	South	"	3-6	29.55	56	55	54	"	"	0	"						
6	"	"	"	4-7	29.55	56	55	54	"	"	0	"						
7	"	S. by N.	"	3-5	29.55	56	56	55	"	"	0	"						
8	"	S. by E.	"	3-5	29.55	57	56	55	"	"	0	"						
9	Obs	East	"	3-5	29.55	56	55	54	"	"	0	"						
10	"	N. E.	"	3-4	29.54	56	54	53	o. c. g.	"	0	"						
11	"	N. E. by N.	"	3-4	29.54	55	53	52	"	"	0	"						
Mid.	"	N. E.	"	3-4	29.53	55	53	52	"	"	0	"						

under the command of

Commander Thos. F. Jewell
Friday April 26th

, U. S. Navy,

1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced & until 4 a.m.:

Overcast, rainy, disagreeable weather. Gentle breezes with fresh squalls from S. E. At 3:45 swung to flood.

B. D. Warring

From 4 to 8 a.m.:

Lieut. U. S. N.

Overcast & foggy, with rain first half. Gentle breezes from E. S. E. & E. S. E. Cross in hawse, stbd chain on top.

From 8 a.m. to Meridian:

M. Hoggatt

Ensign U. S. N.

Overcast & cool. First part misty, & latter part rainy. Gentle breezes from N. E. At 8:35 swung to ebb tide, clearing the hawse; the rest of watch riding to the ebb tide. Received in the Pay department & issued to crew 100 lbs each of fresh meat & vegetables, & 80 lbs of bread. At 9:30 went to quarters for muster & inspection. The following named men absent over time, Carl Olson, Bayman; J. B. Dougherty, C. Sec.; & M. Melia, P. M. Exercised the infantry companies, sending the first company ashore. J. B. Dougherty, C. Sec., returned to the ship 3 hrs over time. Singled the tacks & sheets. Painted the hammock clothes. At 10:35 started fire in No. 2 boiler for distilling. M^{rs} Thompson, B. A. B., reports the expiration of his term of enlistment. Received an official visit from the Comdg Officer of the U. S. S. "Minnesota". Cleared hawse at end of watch.

From Meridian to 4 P. M.:

M. Hoggatt

Lieut. U. S. N.

Overcast, rainy, squally, disagreeable weather. Stiff breezes from N. E. By order of Comdg Officer, confined Jos. Kohler (P. M.) to await further action. Riding to the ebb.

From 4 to 8 P. M.:

B. D. Warring

Lieut. U. S. N.

Rainy, squally. Wind from N. E. blowing very fresh in squalls, & moderating slightly latter part of watch. At 5:00 swung to flood tide, swinging a cross in the hawse. At 4:15 made to "Minnesota" heil signal. Int. 6:45 & sent down to galley yards. Hoisted in steam cutter. Sent a liberty party on shore.

From 8 P. M. to Midnight:

M. Hoggatt

Lieut. U. S. N.

Overcast, damp weather, with rain first hour. Gentle to stiff breeze in squalls from N. E. At 9:00 swung to ebb.

B. D. Warring

Lieut. U. S. N.

Examined and found to be correct.

C. D. Galloway

Agent & B. Navigator.

LOG of the UNITED STATES *Steamer Essex*, 3^d Rate,
Moored in the North River at New York.

knots.	tenths.
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70	0
71	0
72	0
73	0
74	0
75	0
76	0
77	0
78	0
79	0
80	0
81	0
82	0
83	0
84	0
85	0
86	0
87	0
88	0
89	0
90	0
91	0
92	0
93	0
94	0
95	0
96	0
97	0
98	0
99	0
100	0

○	!	!!
○	!	!!
○	!	!!
○	!	!!

Position at 8 P. M.	{	Latitude by	°	'	"
		Longitude by	°	'	"

Variation of the Compass by Amplitude \odot observed at Sunrise, ship's head

Variation of the Compass by Amplitude \odot observed at Sunrise, ship's head

Variation of the Compass by Amplitude \odot observed at Sunset,	"	"	"
1871	1872	1873	1874
1875	1876	1877	1878
1879	1880	1881	1882
1883	1884	1885	1886
1887	1888	1889	1890
1891	1892	1893	1894
1895	1896	1897	1898
1899	1900	1901	1902
1903	1904	1905	1906
1907	1908	1909	1910
1911	1912	1913	1914
1915	1916	1917	1918
1919	1920	1921	1922
1923	1924	1925	1926
1927	1928	1929	1930
1931	1932	1933	1934
1935	1936	1937	1938
1939	1940	1941	1942
1943	1944	1945	1946
1947	1948	1949	1950
1951	1952	1953	1954
1955	1956	1957	1958
1959	1960	1961	1962
1963	1964	1965	1966
1967	1968	1969	1970
1971	1972	1973	1974
1975	1976	1977	1978
1979	1980	1981	1982
1983	1984	1985	1986
1987	1988	1989	1990
1991	1992	1993	1994
1995	1996	1997	1998
1999	2000	2001	2002
2003	2004	2005	2006
2007	2008	2009	2010
2011	2012	2013	2014
2015	2016	2017	2018
2019	2020	2021	2022
2023	2024	2025	2026
2027	2028	2029	2030
2031	2032	2033	2034
2035	2036	2037	2038
2039	2040	2041	2042
2043	2044	2045	2046
2047	2048	2049	2050
2051	2052	2053	2054
2055	2056	2057	2058
2059	2060	2061	2062
2063	2064	2065	2066
2067	2068	2069	2070
2071	2072	2073	2074
2075	2076	2077	2078
2079	2080	2081	2082
2083	2084	2085	2086
2087	2088	2089	2090
2091	2092	2093	2094
2095	2096	2097	2098
2099	2100	2101	2102
2103	2104	2105	2106
2107	2108	2109	2110
2111	2112	2113	2114
2115	2116	2117	2118
2119	2120	2121	2122
2123	2124	2125	2126
2127	2128	2129	2130
2131	2132	2133	2134
2135	2136	2137	2138
2139	2140	2141	2142
2143	2144	2145	2146
2147	2148	2149	2150
2151	2152	2153	2154
2155	2156	2157	2158
2159	2160	2161	2162
2163	2164	2165	2166
2167	2168	2169	2170
2171	2172	2173	2174
2175	2176	2177	2178
2179	2180	2181	2182
2183	2184	2185	2186
2187	2188	2189	2190
2191	2192	2193	2194
2195	2196	2197	2198
2199	2200	2201	2202
2203	2204	2205	2206
2207	2208	2209	2210
2211	2212	2213	

Variation of the Compass by Azimuth \odot observed at	"	"	"
1851	1852	1853	1854
1855	1856	1857	1858
1859	1860	1861	1862
1863	1864	1865	1866
1867	1868	1869	1870
1871	1872	1873	1874
1875	1876	1877	1878
1879	1880	1881	1882
1883	1884	1885	1886
1887	1888	1889	1890
1891	1892	1893	1894
1895	1896	1897	1898
1899	1900	1901	1902
1903	1904	1905	1906
1907	1908	1909	1910
1911	1912	1913	1914
1915	1916	1917	1918
1919	1920	1921	1922
1923	1924	1925	1926
1927	1928	1929	1930
1931	1932	1933	1934
1935	1936	1937	1938
1939	1940	1941	1942
1943	1944	1945	1946
1947	1948	1949	1950
1951	1952	1953	1954
1955	1956	1957	1958
1959	1960	1961	1962
1963	1964	1965	1966
1967	1968	1969	1970
1971	1972	1973	1974
1975	1976	1977	1978
1979	1980	1981	1982
1983	1984	1985	1986
1987	1988	1989	1990
1991	1992	1993	1994
1995	1996	1997	1998
1999	2000	2001	2002
2003	2004	2005	2006
2007	2008	2009	2010
2011	2012	2013	2014
2015	2016	2017	2018
2019	2020	2021	2022
2023	2024	2025	2026
2027	2028	2029	2030
2031	2032	2033	2034
2035	2036	2037	2038
2039	2040	2041	2042
2043	2044	2045	2046
2047	2048	2049	2050
2051	2052	2053	2054
2055	2056	2057	2058
2059	2060	2061	2062
2063	2064	2065	2066
2067	2068	2069	2070
2071	2072	2073	2074
2075	2076	2077	2078
2079	2080	2081	2082
2083	2084	2085	2086
2087	2088	2089	2090
2091	2092	2093	2094
2095	2096	2097	2098
2099	2100	2101	2102
2103	2104	2105	2106
2107	2108	2109	2110
2111	2112	2113	2114
2115	2116	2117	2118
2119	2120	2121	2122
2123	2124	2125	2126
2127	2128	2129	2130
2131	2132	2133	2134
2135	2136	2137	2138
2139	2140	2141	2142
2143	2144	2145	2146
2147	2148	2149	2150
2151	2152	2153	2154
2155	2156	2157	2158
2159	2160	2161	2162
2163	2164	2165	2166
2167	2168	2169	2170
2171	2172	2173	2174
2175	2176	2177	2178
2179	2180	2181	2182
2183	2184	2185	2186
2187	2188	2189	2190
2191	2192	2193	2

Variation of the Compass by Azimuth \odot observed at " " " " " "

Water expended during the preceding 24 hours, 360 gallons.

Water *Soaked* during the preceding 24 hours, 1600

Water remaining on hand fit for use at Noon, 2400

Coal consumed during the preceding 24 hours, / tons 1310 lbs.

Coal remaining on hand at Noon, 30 " 1300 "

[illegible]

under the command of

Commander Thos. F. Jewell
Saturday April 27th, 1889.

, U. S. Navy,

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^E until 4 a.m.:

Overcast, rainy, squally. Stiff breeze in moderate squalls from N.E. Riding to ebb. Clear hawse.

From 4 to 8 a.m.:

Overcast, squally ^E rainy. Wind fresh in squalls from N.E. wind and weather moderating the last hour. At 5:30 got around to the flood tide, swinging a cross in the hawse. Rest of watch riding to flood tide.

Hugh Rodman
Ensign U.S.N.

From 8 a.m. to Meridian:

Overcast ^E rainy. Light to gentle breezes with moderate squalls from E.N.E. At 9:30 swung to ebb. Distilling. P.A. Paymr. H. R. Smith has been absent without leave since April 26.

W. H. Kearney
Lieut. U.S.N.

From Meridian to 4 P.M.:

Overcast, rainy, stormy weather, with a tendency to moderate last hour. Moderate breeze with occasional squalls shifting from E.N.E. to S.E. Received on board from Ord. Dept. Brooklyn Navy Yard 1 light 12 pd. howitzer ^{and} equipment complete, 100 rounds charges ^{and} 125 primers for same. Lost the howitzer lock overboard while hoisting it in. also ^{received} 29 web belts. Riding to ebb. John Quinn (sea) returned on board 9 hrs. overtime. H. Boyle (P.M.) was transferred from this vessel to the marine barracks, Navy Yard, Brooklyn.

B. A. Walling
Lieut. U.S.N.

From 4 to 8 P.M.:

Overcast ^E rainy. Light breezes from S.E. Alex Campbell (S. Top.) reported expiration of his term of enlistment. By order of Commander, placed Peter Emery (S.A.C.) on bread ^{and} water for two (2) days for letting go boat fall ^{and} dropping shipmate overboard.

Hugh Rodman
Ensign U.S.N.

From 8 P.M. to Midnight:

Overcast, misty weather, light haze from S.S.E. to South. Swung to ebb at 10:30. Clear hawse. Stopped distilling at 8:00 ^{and} allowed fires to die out in No. 2 boiler.

B. A. Walling
Lieut. U.S.N.

Hugh Rodman
Ensign U.S.N.

Examined and found to be correct.

C. H. Galloway
Lieut. ^E Navigator.

LOG of the UNITED STATES Steamer Essex 3, 6 Rate,
Moored in the North River, & N.Y. Bay off Ellis Id. & standing down North River.

Course and distance made good since preceding noon by observations, *Various* *4* knots. tenths.

Position at 8 P. M.	{ Latitude by	0	'	"
	{ Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude \odot observed at Sunrise, ship's head	°	'	"
1891	10	15	0
1892	10	15	0
1893	10	15	0
1894	10	15	0
1895	10	15	0
1896	10	15	0
1897	10	15	0
1898	10	15	0
1899	10	15	0
1900	10	15	0
1901	10	15	0
1902	10	15	0
1903	10	15	0
1904	10	15	0
1905	10	15	0
1906	10	15	0
1907	10	15	0
1908	10	15	0
1909	10	15	0
1910	10	15	0
1911	10	15	0
1912	10	15	0
1913	10	15	0
1914	10	15	0
1915	10	15	0
1916	10	15	0
1917	10	15	0
1918	10	15	0
1919	10	15	0
1920	10	15	0
1921	10	15	0
1922	10	15	0
1923	10	15	0
1924	10	15	0
1925	10	15	0
1926	10	15	0
1927	10	15	0
1928	10	15	0
1929	10	15	0
1930	10	15	0
1931	10	15	0
1932	10	15	0
1933	10	15	0
1934	10	15	0
1935	10	15	0
1936	10	15	0
1937	10	15	0
1938	10	15	0
1939	10	15	0
1940	10	15	0
1941	10	15	0
1942	10	15	0
1943	10	15	0
1944	10	15	0
1945	10	15	0
1946	10	15	0
1947	10	15	0
1948	10	15	0
1949	10	15	0
1950	10	15	0
1951	10	15	0
1952	10	15	0
1953	10	15	0
1954	10	15	0
1955	10	15	0
1956	10	15	0
1957	10	15	0
1958	10	15	0
1959	10	15	0
1960	10	15	0
1961	10	15	0
1962	10	15	0
1963	10	15	0
1964	10	15	0
1965	10	15	0
1966	10	15	0
1967	10	15	0
1968	10	15	0
1969	10	15	0
1970	10	15	0
1971	10	15	0
1972	10	15	0
1973	10	15	0
1974	10	15	0
1975	10	15	0
1976	10	15	0
1977	10	15	0
1978	10	15	0
1979	10	15	0
1980	10	15	0
1981	10	15	0
1982	10	15	0
1983	10	15	0
1984	10	15	0
1985	10	15	0
1986	10	15	0
1987	10	15	0
1988	10	15	0
1989	10	15	0
1990	10	15	0
1991	10	15	

Variation of the Compass by Amplitude \odot observed at Sunset, " 0 ' "

Variation of the Compass by Azimuth \odot observed at	"	"	"
1851	1852	1853	1854
1855	1856	1857	1858
1859	1860	1861	1862
1863	1864	1865	1866
1867	1868	1869	1870
1871	1872	1873	1874
1875	1876	1877	1878
1879	1880	1881	1882
1883	1884	1885	1886
1887	1888	1889	1890
1891	1892	1893	1894
1895	1896	1897	1898
1899	1900	1901	1902
1903	1904	1905	1906
1907	1908	1909	1910
1911	1912	1913	1914
1915	1916	1917	1918
1919	1920	1921	1922
1923	1924	1925	1926
1927	1928	1929	1930
1931	1932	1933	1934
1935	1936	1937	1938
1939	1940	1941	1942
1943	1944	1945	1946
1947	1948	1949	1950
1951	1952	1953	1954
1955	1956	1957	1958
1959	1960	1961	1962
1963	1964	1965	1966
1967	1968	1969	1970
1971	1972	1973	1974
1975	1976	1977	1978
1979	1980	1981	1982
1983	1984	1985	1986
1987	1988	1989	1990
1991	1992	1993	1994
1995	1996	1997	1998
1999	2000	2001	2002
2003	2004	2005	2006
2007	2008	2009	2010
2011	2012	2013	2014
2015	2016	2017	2018
2019	2020	2021	2022
2023	2024	2025	2026
2027	2028	2029	2030
2031	2032	2033	2034
2035	2036	2037	2038
2039	2040	2041	2042
2043	2044	2045	2046
2047	2048	2049	2050
2051	2052	2053	2054
2055	2056	2057	2058
2059	2060	2061	2062
2063	2064	2065	2066
2067	2068	2069	2070
2071	2072	2073	2074
2075	2076	2077	2078
2079	2080	2081	2082
2083	2084	2085	2086
2087	2088	2089	2090
2091	2092	2093	2094
2095	2096	2097	2098
2099	2100	2101	2102
2103	2104	2105	2106
2107	2108	2109	2110
2111	2112	2113	2114
2115	2116	2117	2118
2119	2120	2121	2122
2123	2124	2125	2126
2127	2128	2129	2130
2131	2132	2133	2134
2135	2136	2137	2138
2139	2140	2141	2142
2143	2144	2145	2146
2147	2148	2149	2150
2151	2152	2153	2154
2155	2156	2157	2158
2159	2160	2161	2162
2163	2164	2165	2166
2167	2168	2169	2170
2171	2172	2173	2174
2175	2176	2177	2178
2179	2180	2181	2182
2183	2184	2185	2186
2187	2188	2189	2190
2191	2192	2193	2

Variation of the Compass by Azimuth \odot observed at	"	"	"	"
1851	1852	1853	1854	1855
1856	1857	1858	1859	1860
1861	1862	1863	1864	1865
1866	1867	1868	1869	1870
1871	1872	1873	1874	1875
1876	1877	1878	1879	1880
1881	1882	1883	1884	1885
1886	1887	1888	1889	1890
1891	1892	1893	1894	1895
1896	1897	1898	1899	1900

Water expended during the preceding 24 hours, 360 gallons.

Water *Distilled* during the preceding 24 hours, 700 "

Water remaining on hand fit for use at Noon,	2800 "
--	--------

Coal consumed during the preceding 24 hours, / tons 1680 lbs.

Coal remaining on hand at Noon, 28 " 1860 "

[illegible]

under the command of

Commander Theo. F. Jewell

, U. S. Navy,

Sunday April 28th

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A.M.:

Overcast & cloudy. Light to mod. breeze from S.W. At 7:10 started fires under six boilers.

From 4 to 8 A.M.:

M. Hoggatt
Ensign U.S.N.

Overcast weather. Light to gentle breezes from S.W. at 5:00 hove up starboard anchor. At 6:45 got under way & stood down river. At 7:55 came to with port anchor in 4 fathoms, rearing to 15 fms. chain. Made signals as follows: Essex Ind. 4890. "Minnesota" 904. Essex 1211. "Boston" 904. Exchanged numbers with U.S.A. "Boston", "Kearsarge", "Yorktown", "Junata", & "Yantic". Bearings at anchor, Statue of Liberty S.W. by W. $\frac{3}{4}$ W. Ellis Id. Flagstaff N.W. $\frac{3}{4}$ W. S.H. S.W. by W.

From 8 A.M. to Meridian:

B. H. Welling
Lieut. U.S.N.

Cloudy, overcast, squally & rainy first part, moderate breeze with light squalls from S.W. At 8:00 made Interg. 6144, answered in affirmative & crossed top-gall's yards. At 8:35 "Chicago" came in & anchored. Exchanged numbers with her. Atlanta came in at 10:00. Several of the vessels changed their berths. At 11:30 made Interg. 2259. Answered in affirmative & hove up port anchor at 11:35 preparatory to shifting berth.

From Meridian to 4 P.M.:

Hugh Rodman
Ensign U.S.N.

Overcast, with very light rain last hour. Gentle to stiff breeze from N. by S. & West. At 11:10 came to with stbd. anchor in 7 fms. water & reared to 30 fms. on stbd. chain. The "Yorktown", "Yantic" & "Kearsarge" shifted berths. The "Chicago" signaled Morse code, vessels anchor in echelon, bearing N.N.E. $\frac{1}{4}$ E. Titled life lines for manning yards. Bearings at anchorage: Flagstaff, Morris Id. (p.e.) E. by S. Ellis Id. Flagstaff (p.e.) N.W. $\frac{1}{2}$ W. Statue of Liberty (p.e.) N. by S. Ship's head N. by E.

From 4 to 8 P.M.:

M. Hoggatt
Ensign U.S.N.

Fair & pleasant; gentle breezes from S.E. & W. At 4:50 Atlanta anchored in line. Surgeon J. A. Hawke reported his return from leave. Swung to flood at 5:15.

From 8 P.M. to Midnight:

Hugh Rodman
Ensign U.S.N.

Clear & pleasant. Light to gentle breeze from S.E. & W. to S.W. Lieut. C. S. Galloway returned from leave.

M. Hoggatt
Ensign U.S.N.

Examined and found to be correct.

C. S. Galloway
Lieut. & Navigator.

, 30 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1	Ebb			N. N. E.	N. S. W.	2			29.58	57	57	54	B. c.	Cir Cum.	6	✓	
2	"			"	"	2			29.59	57	57	54	"	"	7	"	
3	"			"	"	2			29.60	57	57	54	"	"	4	"	
4	"			"	West	2-3			29.60	57	56	54	"	"	2	"	
5	"			North	"	3			29.60	56	54	52	B. c. m.	Cum. nim.	1	"	
6	Flood			N. by S.	"	3			29.60	56	53	52	B. c.	Cum. str. nim.	2	"	
7	"			S. W. by W.	"	2-3			29.60	56	53	52	"	"	2	"	
8	"			"	"	2-3			29.60	57	54	53	O. c.	"	0	"	
9	"			S. W.	"	3			29.60	59	56	54	B. c.	Cir Cum	2	"	
10	"			N. W. by N.	N. by N.	3			29.60	59	57	54	"	"	2	"	
11	Ebb			N. N. E.	"	3			29.60	62	58	55	"	"	2	"	
Noon.	"			"	"	4			29.60	62	59	55	"	"	4	"	

Various 12 knots. tenths.

Coal remaining on hand at Noon, 25 " 1970 "

[illegible]

under the command of

Commander Theo. F. Jewell

, U. S. Navy,

Monday April 29th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Generally clear, clouding over last hour. Light breeze from N. & N. West. Barometer rising. Riding to ebb tide.

From 4 to 8 a.m.:

H. E. Gearing.

Lieut. U. S. N.

Cloudy & overcast; gentle breeze from West. Swung to flood at 6:15. At 8:00 dressed ship rain bow fashion with national ensign at the mast heads, & fired a salute of 21 guns. At 7:15 Brooklyn made time & uniform signal 6373. Answered.

From 8 a.m. to Meridian:

Hugh Rodman

Ensign U. S. N.

Cloudy & cool. Gentle to mod. breeze from West & N by N. At 10:15 "Chicago" made Gen. Sig. Prep. 4890 & at 10:36 made preparatory signal 5527. At 11:00 manned yards to salute the President of the United States. By order of Comdg Officer released P. Emery (S. Q. I. C.) from confinement.

From Meridian to 4 P.M.:

M. Hoggatt

Ensign U. S. N.

Fair & pleasant, light passing showers last hour. Moderate breeze from N. by N. & N. N. W. At 12:15 manned yards & fired a salute of 21 guns to the President of the United States who passed the column of vessels in the U. S. A. "Despatch" & who was saluted in like manner by all the vessels of war & vessels of the Revenue Marine in the line. Expended in Ordnance Sept. 42 1 lb. charges & bags & 50 primers. At 12:30 got under way in obedience to signal from the "Chicago" & steamed up North river in column of vessels. At 1:50 came to with atbd anchor in 7 1/2 fathoms running to 30 fathoms of chain. At 3:30 "Chicago" made Genl signal 6375. At 3:50 "Chicago" made prep. 5794, & at 3:58 signal of execution. Spread fires & began heaving in chain.

From 4 to 8 P.M.:

H. E. Gearing.

Lieut. U. S. N.

Cloudy, with light passing showers first three hours, clearing last hour. Gentle to mod. breeze from N. N. W. At 4:17 got under way & proceeded to Navy Yard. At 4:35 sent down t. g. yards & housed t. g. masts. At 5:00 sent them up again. At 5:14 let go atbd anchor off Navy Yard & veered to 10 fms. At 5:30 moored to ordnance dock, U. S. Navy Yard. The Comdg Officer reported to the Comd. Navy Yard.

From 8 P.M. to Midnight:

M. Hoggatt

Ensign U. S. N.

At times clear, & then cloudy; cool. Moderate breeze from N. N. W.

H. E. Gearing.

Lieut. U. S. N.

Examined and found to be correct.

T. Galloway

Lieut. U. S. N. Navigator.

LOG of the UNITED STATES

Steamer *Essex*, 3^d Rate,

Moored at Ordnance Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Lee-way.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>Ship's Head</i>													
1				<i>N. S. W.</i>	<i>N. N. W.</i>	<i>4</i>			<i>29.75</i>	<i>53</i>	<i>51</i>	<i>48</i>	<i>G. C.</i>	<i>cir. cum.</i>	<i>7</i>	<i>4</i>	
2				"	"	<i>4</i>			<i>29.75</i>	<i>53</i>	<i>51</i>	<i>48</i>	"	"	<i>5</i>	"	
3				"	"	<i>4</i>			<i>29.75</i>	<i>52</i>	<i>50</i>	<i>47</i>	"	"	<i>4</i>	"	
4				"	"	<i>4</i>			<i>29.75</i>	<i>52</i>	<i>50</i>	<i>47</i>	"	"	<i>3</i>	"	
5				"	<i>West</i>	<i>4</i>			<i>29.75</i>	<i>50</i>	<i>49</i>	<i>46</i>	"	"	<i>3</i>	"	
6				"	<i>N. N. W.</i>	<i>4</i>			<i>29.77</i>	<i>52</i>	<i>49</i>	<i>47</i>	"	"	<i>5</i>	"	
7				"	"	<i>4</i>			<i>29.80</i>	<i>53</i>	<i>49</i>	<i>47</i>	"	"	<i>5</i>	"	
8				"	"	<i>4</i>			<i>29.81</i>	<i>53</i>	<i>50</i>	<i>49</i>	"	"	<i>5</i>	"	
9				"	"	<i>4</i>			<i>29.81</i>	<i>53</i>	<i>51</i>	<i>48</i>	"	"	<i>5</i>	"	
10				"	"	<i>4</i>							"	"	<i>6</i>	"	
11				"	"	<i>4</i>							"	"	<i>6</i>	"	
Noon.				"	"	<i>4</i>							"	"	<i>6</i>	"	
<i>Catzenmied Parade No orderly</i>																	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "

 { Longitude by D. R. " " "

 { Latitude by observations of ☉ " " "

 { Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. { Latitude by " " "

 { Longitude by " " "

Position at 8 P. M. { Latitude by " " "

 { Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

360 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

7080

Coal consumed during the preceding 24 hours,

tons lbs.

Coal remaining on hand at Noon,

P. M.																		
1				<i>N. S. W.</i>	<i>N. N. W.</i>	<i>4</i>								<i>G. C.</i>	<i>cir. cum.</i>	<i>6</i>	<i>4</i>	
2				"	"	<i>3</i>								"	"	<i>5</i>	"	
3				"	"	<i>3</i>								"	"	<i>4</i>	"	
4				"	"	<i>3</i>			<i>29.82</i>	<i>63</i>	<i>60</i>	<i>59</i>		<i>G. C.</i>	"	<i>2</i>	"	
5				"	"	<i>2</i>			<i>29.83</i>	<i>63</i>	<i>60</i>	<i>59</i>		"	"	<i>1</i>	"	
6				"	<i>West</i>	<i>2</i>			<i>29.82</i>	<i>63</i>	<i>60</i>	<i>59</i>		"	"	<i>2</i>	"	
7				"	"	<i>2</i>			<i>29.83</i>	<i>63</i>	<i>60</i>	<i>59</i>		"	"	<i>3</i>	"	
8				"	"	<i>2</i>			<i>29.83</i>	<i>63</i>	<i>60</i>	<i>59</i>		"	"	<i>3</i>	"	
9				"	"	<i>2</i>			<i>29.84</i>	<i>60</i>	<i>59</i>	<i>58</i>		"	"	<i>5</i>	"	
10				"	"	<i>2</i>			<i>29.85</i>	<i>59</i>	<i>57</i>	<i>56</i>		"	"	<i>8</i>	"	
11				"	<i>N. N. W.</i>	<i>2</i>			<i>29.85</i>	<i>57</i>	<i>57</i>	<i>53</i>		"	"	<i>5</i>	"	
Mid.				"	"	<i>2</i>			<i>29.85</i>	<i>56</i>	<i>56</i>	<i>52</i>		"	"	<i>3</i>	"	

under the command of

Commander Theo. F. Jewell
Tuesday April 30th

, U. S. Navy,

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^E until 4 a.m.:

Pool, pleasant weather, clouding over towards end of watch. Moderate breezes from N.N.W.

B. A. Warring

From 4 to 8 a.m.:

Lieut. U.S.N.

Fair & pleasant. Gentle to mod. breeze from West to N.N.W. At 6:30 sent two companies of infantry & one company of marines to join naval brigade. By order of Comdg. Officer released Joseph Kohler Private, U.S.M.C. from confinement.

From 8 a.m. to Meridian:

M. Hoggatt

Ensign U.S.N.

Fair & pleasant weather. Moderate breeze from N.N.W. At noon the "Brooklyn" fired a national salute.

From Meridian to 4 P.M.:

H. H. Hearn

Lieut. U.S.N.

Fair & then cloudy & pleasant. Moderate to gentle breeze from N.N.W. At 3:55 the companies of this ship returned from participation in the military parade in the city of New York in celebration of the "Washington" Centennial.

From 4 to 8 P.M.:

H. H. Hearn

Lieut. U.S.N.

Cloudy & pleasant. Light breeze from N.N.W. & West. Sent a liberty party on shore.

From 8 P.M. to Midnight:

H. H. Hearn

Lieut. U.S.N.

Partly clouded. Cool light breezes from West & N.N.W.

B. A. Warring

Lieut. U.S.N.

E. D. Gallagher

Lieut. & Navigator.

under the command of

Commander Thos. F. Jewell.
Wednesday May 1st

, U. S. Navy,
, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Cloudy & cool; gentle to moderate breeze from N.N.W. in moderate squalls last hour.

From 4 to 8 A.M.:

Hugh Rodman
Ensign U.S.N.

Clear, cool & pleasant. Moderate, decreasing to gentle breeze from N.W. At 5:15 sent down topgallant yards & hoisted topgallant masts. At 6:52 called all hands up anchor. Hauled out from dock at 7:00 & stood down East River against a flood tide. Received for use of the crew, in Paymaster's Department, 100 lbs. each of fresh beef & vegetables. At 7:55 having passed under Brooklyn Bridge, sent up topgallant masts & yards.

From 8 A.M. to Meridian:

W. H. Seaming
Lieut. U.S.N.

Clear pleasant weather, light breezes from N.W., shifting to South last hour. Standing down for anchorage off Ellis Id. At 8:15 came to with stbd anchor, 9 fath. soft bottom - varied to 30 fath. Bartholdi's Statue (S. 2.) S. W. by N. 1/2 W. - Light on Fort Columbus S. E. 1/2 S. Absent without leave, G. F. Cunningham (C.A.), A. Weisboger (Coast) J. E. Passmore (Vet.) C. Christopherson (Sea) P. Meitzel (C. Mate) J. Halperin (P.M.) J. Sweeney (O.S.) L. Holt (C.A.) J. Broderick (Sea) Absent without authority A. Campbell (C. Op.). J. Broderick returned on board. In accordance with instructions from Commandant of Navy Yard fired at 10:00 one (1) gun & at 10:45 twenty one (21) guns. Expended one (1) 10 lb. charges & twenty one (21) howitzer 1 lb. saluting charges.

From Meridian to 4 P.M.:

B. T. Walling
Lieut. U.S.N.

Cloudy & overcast; light to moderate breeze from S. E. & N. E. The "Chicago" came in at 3:10; exchanged numbers with her. Riding to Eth. L. Holt (C.A.) & P. Meitzel (carpenter's mate) returned from liberty after being thirteen hours absent. J. Gruustad (S. M. M.) reported his time having expired April 26th.

From 4 to 8 P.M.:

Hugh Rodman
Ensign U.S.N.

Cloudy weather. Moderate breezes from N by S. & N. S. W. J. E. Passmore (2 C's) G. F. Cunningham (C.A.) & A. Weisboger (Coast) returned on board. By order of Comdg Officer, confined G. F. Cunningham (C.A.) in double irons for safe keeping to await further action.

From 8 P.M. to Midnight:

B. T. Walling
Lieut. U.S.N.

Clear & cool; gentle breeze from N. S. W. Riding to flood.

Hugh Rodman
Ensign U.S.N.

Examined and found to be correct.

W. H. Seaming
Lieut. U.S.N. Navigator.

under the command of

Commander Theo F. Jewell
Thursday May 2nd

, U. S. Navy,

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^{at} until 4 a.m.:

Clear & cool. Light to gentle breeze from West to N by E.

M. Hoggatt

Ensign U.S.N.

From 4 a.m. to 8 a.m.:

Clear & pleasant. Light to gentle breeze from N by E.

B. G. Waeleing

Lieut. U.S.N.

From 8 a.m. to Meridian:

Clear, pleasant weather; light breeze & air shifting last part from N.N.W. to S.S.W. The "Chicago" under tow of Navy Yard tug left anchorage for Navy Yard at 10:00. At 9:05 shortened sail. At 9:35 made "Interrog" 719. Chicago answered in affirmative. Exercised at clear ship for action & general quarters; at 11:00 secured. Received on board in P.M. Sept. 100 lbs. fresh beef, and 100 lbs fresh vegetables. Slack water at noon.

Hugh Rodman

Ensign U.S.N.

From Meridian to 4 P.M.:

Cloudy & pleasant. Light to gentle breeze from S.W. to N.N.W. At 7:33 called away all boats armed and equipped for distant service. & mustered crew at stations. At 7:49 mustered all hands at stations for abandoning ship.

M. Hoggatt

Ensign U.S.N.

From 4 to 8 P.M.:

Cloudy; gentle breeze from N.E. & W. Swung to flood at 7:15. The high pressure stuffing box in the steam cutter broke down, necessitating the cutter laying up for repairs.

Hugh Rodman

Ensign U.S.N.

From 8 P.M. to Midnight:

Clear & cool. Gentle breeze from N.W. & N.N.W.

M. Hoggatt

Ensign U.S.N.

T. D. Galloway

Lieut. & Navigator.

under the command of

Commander Theo. F. Jewell

, U. S. Navy,

Friday May 3^d

, 18 89.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 P. M.:

Clear & cool. Gentle to light breeze from N.N.W. & N.W.

At 1:00 swung to ebb tide.

From 4 to 8 P. M.:

Clear, cool weather; gentle breeze from N.W. to N.N.W.

Riding to ebb.

H. Gearing

Lieut. U.S.N.

From 8 P. M. to Meridian:

Hugh Rodman

Ensign U.S.N.

Cloudy & cool. Light to gentle breeze from N.N.W. At 9:08 Board of Inspection, of which Rear Admiral Jonett, U.S.N. was President, came on board. Hoisted his flag at the mizzen. At 9:10 inspected ship. At 9:50 cleared ship for action, at 10:03 beat to general quarters, and at 11:04 secured. At 11:42 exercised gun divisions & marines. Absent without leave P. G. Paymaster H. R. Smith & Alex. Campbell (C. Top.)

From Meridian to 4 P. M.:

M. Hoggatt

Ensign U.S.N.

Weather, cloudy & cool. Gentle breeze from N.N.W. The Board of Inspection resumed the inspection of the ship. At 1:10 assembled the Battalion. At 1:51 called away all boats armed & equipped for distant service. Times as follows: Steam Cutter 6^m 50^{sec}, Sailing launch 6^m 50^{sec}, 1st Cutter 4^m 15^{sec}, 2nd Cutter 5^m 05^{sec}, Whaler boat 5^m 40^{sec}, Dinghy 4^m 12^{sec}. At 2:13 went to fire quarters, streams playing in the following times: 1st stream 35 sec, 2nd, 43 sec. & 3rd, 55 sec. Provisioned & watered boats & abandoned ship. At 3:00 crossed royal yards & then had sail drill, times of evolutions as follow: Made sail to royals, 4^m 35 sec.; reef to topsails 3^m 40 sec.; shake out reefs & make sail to royals, 2^m 40 sec. Shorten all sail 1^m 45 sec. Furl sail 4^m 45 sec. Received in the paymaster's Dept. 79 lbs. fresh bread. Ship riding to ebb tide.

From 4 to 8 P. M.:

H. Gearing

Lieut. U.S.N.

Cloudy & cool. Light to gentle breeze from N.W. & N.N.W. At 4:30 the Board of Inspection left the ship. Hauled down Rear Admiral's flag. At 4:40 hauled fires from boilers 5 & 7 on account of leak. Brought off lighter from magazine.

From 8 P. M. to Midnight:

M. Hoggatt

Ensign U.S.N.

Clear & cool. Gentle breeze from North. At 8:55 swung to the flood tide.

H. Gearing

Lieut. U.S.N.

Examined and found to be correct.

J. D. Galloway
Lieut. Navigator.

LOG of the UNITED STATES

Steamer Essex

Rate,

at anchor off the Battery, standing up East River & Moored to Coal Dock Navy Yard.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Lee-way.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				Ship's Head													
1	Est.			S. by W.	N. W.	2			29.90	52	50	47		B.C.	air cum.	1	A.
2	"			N. by W.	"	3			29.90	52	50	47		"	"	2	"
3	"			N. E. by N.	"	3			29.89	50	48	44		"	"	5	"
4	"			"	"	3			29.89	50	48	44		"	"	6	"
5	"			N. N. E.	"	3			29.91	49	46	44		"	"	7	"
6	"			"	"	2			29.93	49	45	44		"	"	8	"
7	"			"	"	2			29.94	50	47	45		"	air strat.	8	"
8	"			North	"	2			29.96	51	48	46		"	"	8	"
9	"			N. N. W.	"	2			29.96	52	50	47		"	"	9	"
10	Swinging			West	"	2			29.96	53	51	47		"	"	8	"
11	"			N. S. W.	S. W.	2			29.97	56	55	50		"	"	8	"
Noon.	Flood			S. W. by W.	"	2			29.97	58	56	52		"	"	8	"

Course and distance made good since preceding noon by observations,

knots.

tenths.

Position at Noon: { Latitude by D. R. " " "

{ Longitude by D. R. " " "

{ Latitude by observations of ☉ " " "

{ Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 3 a. m. { Latitude by " " "

{ Longitude by " " "

Position at 3 P. M. { Latitude by " " "

{ Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

650

"

Coal consumed during the preceding 24 hours,

tons

lbs.

Coal remaining on hand at Noon,

"

"

P. M.																	
1	Flood			S. S. W.	S. W.	2			29.97	60	58	53		B.C.	air cum.	6	S
2	Swinging			E. by S.	S. S. W.	3			29.95	61	60	55		"	"	6	"
3	Est.			N. N. E.	"	2			29.95	64	61	56		"	"	6	"
4	"			N. E.	"	3			29.95	64	62	56		"	"	4	"
5	Standing into Dock, No. Yard.			"	"	2			29.95	63	61	56		"	"	4	"
6	"			S. E. by S.	"	2			29.95	63	61	56		"	"	4	"
7	"			"	"	2			29.95	61	60	56		"	"	4	"
8	"			"	"	2			29.96	61	60	56		"	"	5	"
9	"			"	N. N. W.	2			29.97	62	61	56		"	"	7	"
10	"			"	"	1			29.99	62	61	56		"	"	8	"
11	"			"	West	1			29.99	61	60	55		"	"	8	"
Mid.	"			"	"	1			30.00	59	59	54		"	"	8	"

under the command of

Commander Theo. F. Jewell

, U. S. Navy,

Saturday May 4th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^{at} until 4 A.M.:

Clearing, cool weather. Light to gentle breeze from N.W. At 1:30 swung to ebb.

B. G. Warring
Lieut. U.S.N.

From 4 to 8 A.M.:

Clear & cool. Light breeze from N.W. Hoisted out & put in lighters for transfer to Ellis Isd. Magazine, all loaded shell, powder, gun-cotton, signals & all other explosives in Ordnance & Navigation Departments. Ebb tide.

From 8 A.M. to Meridian:

M. Hoggatt
Master U.S.N.

Clear & pleasant weather. Breeze light from N.W. first part, & then hauling to S.W. Slack water at 9:30, & got around to flood tide at 11:30. At 8:30 sent lighter to magazine in tow of boat. At 11:00 loosed sail to dry.

From Meridian to 4 P.M.:

H. Gearing
Lieut. U.S.N.

Clear, pleasant weather. Light breezes from S.W.; light to gentle breezes from S.E.W. At 1:00 furled sail, sent down X.9. yards & housed, f.g. masts. At 3:00 hove in to 15 fms. At 1:40 swung to ebb.

From 4 to 8 P.M.:

B. G. Warring
Lieut. U.S.N.

Clear & pleasant. Light S.E.W. breeze. At 4:15 Navy Yard tug came alongside. Hove up anchor, & with steam in three boilers & by the assistance of tug stood up to the Navy Yard, making fast at 5:30 to the coal dock. Hauled fire from all boilers except No. 2.

From 8 P.M. to Midnight:

H. Gearing
Lieut. U.S.N.

Clear, pleasant weather. Light airs & breezes from N.W.W. Light airs from West.

B. G. Warring
Lieut. U.S.N.

E. D. Galloway
Lieut. U.S.N. Navigator.

under the command of

Commander Theo. F. Jewell.

, U. S. Navy,

Sunday May 5th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Clear; light breeze from West. Ebb made at 2:40.

From 4 to 8 a.m.:

Hugh Rodman
Ensign U. S. N.

Clear, cool & pleasant. Light breeze from West
Received in the paymaster's department for use of crew 98 $\frac{3}{4}$ lbs. each of
fresh beef & vegetables & 79 lbs. of bread.

From 8 a.m. to Meridian:

H. C. Yeering,
Lieut. U. S. N.

Clear pleasant weather. Light breeze from N. N. W.

At 9:30 inspected at quarters. Absent without leave M. Guffin (L.H.), J. Rogers,
(2 C.F.) J. Morreau (L.H.) A. Campbell (L.P.) By order of Commander placed
J. Frawley (Lds) on bread & water for two (2) days for inattention to duty &
negligence in performance of duty. Commenced distilling at 10:30.

From Meridian to 4 P.M.:

B. A. Walling
Lieut. U. S. N.

Clear, pleasant weather; light breeze from N. N. W.

Ebb tide.

From 4 to 8 P.M.:

Hugh Rodman
Ensign U. S. N.

Clear & pleasant weather. Light breezes from N. N. W.

Distilling

From 8 P.M. to Midnight:

B. A. Walling
Lieut. U. S. N.

Clear, pleasant weather. Light airs from N. N. W. J. Rogers
(2 C.F.) returned on board. By order of Comdg Officer placed J. Rogers (2 C.F.) in
confinement in double irons for safe keeping, for intoxication & attempting
to smuggle liquor. Distilling

B. A. Walling
Lieut. U. S. N.

Examined and found to be correct.

E. D. Galloway
Lieut. N. Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Moored at Coal Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>Ship's Head.</i>													
1				<i>S. E. by S.</i>	<i>N. W.</i>	<i>1</i>			<i>30.00</i>	<i>67</i>	<i>66</i>	<i>59</i>	<i>b. c.</i>	<i>cir. cum.</i>	<i>8</i>	<i>1</i>	
2				"	<i>N. N. W.</i>	<i>1</i>			<i>30.01</i>	<i>67</i>	<i>66</i>	<i>59</i>	"	"	<i>8</i>	"	
3				"	"	<i>1</i>			<i>30.01</i>	<i>66</i>	<i>65</i>	<i>58</i>	"	"	<i>8</i>	"	
4				"	"	<i>1</i>			<i>30.01</i>	<i>65</i>	<i>65</i>	<i>58</i>	"	"	<i>7</i>	"	
5				"	"	<i>1</i>			<i>30.02</i>	<i>64</i>	<i>65</i>	<i>58</i>	"	"	<i>6</i>	"	
6				"	"	<i>1</i>			<i>30.05</i>	<i>65</i>	<i>64</i>	<i>59</i>	"	"	<i>8</i>	"	
7				"	"	<i>1</i>			<i>30.07</i>	<i>66</i>	<i>65</i>	<i>59</i>	<i>b.</i>	<i>None</i>	<i>10</i>	"	
8				"	"	<i>1</i>			<i>30.08</i>	<i>67</i>	<i>65</i>	<i>61</i>	"	"	<i>10</i>	"	
9				"	"	<i>2</i>			<i>30.07</i>	<i>69</i>	<i>68</i>	<i>61</i>	"	"	<i>10</i>	"	
10				"	<i>N. E.</i>	<i>2</i>			<i>30.07</i>	<i>71</i>	<i>70</i>	<i>62</i>	"	"	<i>10</i>	"	
11				"	"	<i>2</i>			<i>30.05</i>	<i>72</i>	<i>71</i>	<i>63</i>	"	"	<i>10</i>	"	
Noon.				"	"	<i>2</i>			<i>30.05</i>	<i>73</i>	<i>72</i>	<i>63</i>	"	"	<i>10</i>	"	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "
 { Longitude by D. R. " " "
 { Latitude by observations of ☉ " " "
 { Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. { Latitude by " " "
 { Longitude by " " "

Position at 8 P. M. { Latitude by " " "
 { Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

300 gallons.

Water *Distilled* during the preceding 24 hours,

1150 "

Water remaining on hand fit for use at Noon,

1200 "

Coal consumed during the preceding 24 hours,

tons lbs.

Coal remaining on hand at Noon,

" "

P. M.																		
1		S. E. by S.	N. E.	1		30.03	75	74	64		G.	None	10	5				
2		"	N. N. W.	1		30.02	77	75	66		"	"	10	"				
3		"	"	2		30.01	77	76	66		"	"	10	"				
4		"	"	1		30.01	76	75	66		"	"	10	"				
5		"	N. E.	1		30.01	76	75	66		"	"	10	"				
6		"	"	1		30.00	75	74	65		"	"	10	"				
7		"	East	2		30.02	70	69	61		G. C.	Str.	8	"				
8		"	"	1		30.02	69	68	61		"	"	8	"				
9		"	S. E.	1		30.02	66	61	61		"	"	8	"				
10		"	"	1		30.02	66	61	61		"	"	8	"				
11		"	"	1		30.02	65	62	59		G.	None	10	"				
Mid.		"	"	1		30.02	63	63	59		"	"	10	"				

under the command of

Commander Thos. F. Jewell

, U. S. Navy,

Monday May 6th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.:

Clear & pleasant; light airs from N.E. & N.W.

From 4 to 8 a.m.:

Clear & pleasant; light airs from N.N.W.

R. A. Walling
Lieut. Ensign U.S.N.

From 8 a.m. to Meridian:

Clear & warm; light airs & breeze from N.N.W. & E.

R. A. Walling
Lieut. Ensign U.S.N.

N.E. Engaged in discharging equipment stores. P. Q. Paymaster O. C. Tiffany, U.S.N., reported for duty in connection with this vessel. Transferred Privates A. E. Knox & P. W. Locker, (U.S.M.C.) to the U.S. Naval Hospital at this yard. Received on board in Pay Sept 79 lbs bread.

From Meridian to 4 P.M.:

Clear & warm; light airs & breeze from N.E. to

Hugh Rodman
Ensign U.S.N.

N.N.W. Engaged in discharging equip., ordnance, & navigation stores. Stopped distilling at 1:50 & hauled fires.

From 4 to 8 P.M.:

Clear & pleasant; light airs & gentle breeze from

Hugh Rodman
Ensign U.S.N.

N.E. to East. Sent down lower & topsail yards.

From 8 P.M. to Midnight:

Clear & pleasant; light airs from S.E. M. Griffin

Hugh Rodman
Ensign U.S.N.

C.H., returned on board 14 hrs. over time.

Hugh Rodman
Ensign U.S.N.

T. D. Galloway
Lieut. & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Moored at Coal Dock Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Lee-way.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				S. E. by S.	S. E.	1			30.07	63	62	59	f. z.	none	10	S.	
2				"	"	1			30.02	61	60	57	"	"	10	"	
3				"	"	1			30.02	60	59	56	"	"	10	"	
4				"	"	1			30.03	59	59	56	"	"	10	"	
5				"	"	1			30.04	58	58	55	b. c. z.	Strat.	7	"	
6				"	East	1			30.05	59	58	55	"	"	7	"	
7				"	"	2			30.06	59	57	54	"	"	7	"	
8				"	"	2			30.07	61	59	55	"	"	7	"	
9				"	"	2			30.07	64	63	58	"	"	7	"	
10				"	"	1			30.07	67	65	60	"	"	7	"	
11				"	"	1			30.06	68	67	62	"	"	7	"	
Noon.				"	"	1			30.06	68	66	61	"	"	7	"	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. ° ' "

 { Longitude by D. R. ° ' "

 { Latitude by observations of ☉ ° ' "

 { Longitude by chronometer from Forenoon Observations of ☉ ° ' "

Position at 8 a. m. { Latitude by ° ' "

 { Longitude by ° ' "

Position at 8 P. M. { Latitude by ° ' "

 { Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, " ° ' "

Variation of the Compass by Azimuth ☉ observed at " ° ' "

Variation of the Compass by Azimuth ☉ observed at " ° ' "

Water expended during the preceding 24 hours, 200 gallons.

Water *Distilled* during the preceding 24 hours, 100 "

Water remaining on hand fit for use at Noon, 1100 "

Coal consumed during the preceding 24 hours, tons lbs.

Coal remaining on hand at Noon, " "

P. M.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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under the command of

Commander Theo F. Jewell

, U. S. Navy,

Tuesday May 7th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ^{at} until 4 a.m.:

Hazy, cloudless; cool; light air from S.E.

From 4 to 8 a.m.:

MR Hugh Buchanan
Ensign U.S.N.

Hazy; light air & breeze from S.E. to East.

From 8 a.m. to Meridian:

MR Hugh Buchanan
Ensign U.S.N.

Hazy & pleasant. Light air & breeze from East
crew engaged in breaking out Equipment, Ordnance, and Navigation
stores & stripping ship. By order of Comdg Officer released J. Frawley, Ids,
from confinement.

From Meridian to 4 P.M.:

MR Hoggatt
Ensign U.S.N.

Hazy & pleasant. Light air from East & S.E.
Breaking out stores & stripping ship.

From 4 to 8 P.M.:

MR Hoggatt
Ensign U.S.N.

Hazy & pleasant. Light breeze from S.E.

From 8 P.M. to Midnight:

MR Hoggatt
Ensign U.S.N.

Hazy & pleasant. Light air & breeze from S.E. to East.

MR Hoggatt
Ensign U.S.N.

T. D. Galloway
Lieut & Navigator.

LOG of the UNITED STATES

Steamer Essex, 3^d Rate,
Moved at Coal Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				S. E. by S.	Calm	0								b. c. f.	str.	7	1
2				"	N. W.	1								"	"	8	"
3				"	"	1								"	"	8	"
4				"	"	1								"	"	8	"
5				"	"	1								b. f.	"	7	"
6				"	"	1								"	"	7	"
7				"	"	1								"	"	7	"
8				"	"	1								"	"	8	"
9				"	"	1			30.03					f.	none	10	"
10				"	S. E.	2			30.04					"	"	10	"
11				"	"	2			30.04					"	"	10	"
Noon.				"	"	2			30.04					"	"	10	"

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "
 { Longitude by D. R. " " "
 { Latitude by observations of ☉ " " "
 { Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 a. m. { Latitude by " " "
 { Longitude by " " "

Position at 8 P. M. { Latitude by " " "
 { Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head

Variation of the Compass by Amplitude ☉ observed at Sunset, "

Variation of the Compass by Azimuth ☉ observed at "

Variation of the Compass by Azimuth ☉ observed at "

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

750 "

Coal consumed during the preceding 24 hours,

tons lbs.

Coal remaining on hand at Noon,

" "

P. M.																		
1				S. E. by E.	S. E. by S.	2			30.0466						b. z.	none	10	1
2				"	"	2			30.0469						"	"	10	"
3				"	South	2			30.0467						"	"	10	"
4				"	"	2			30.0467						"	"	10	"
5				"	S. E. by S.	2			30.0366						"	"	10	"
6				"	"	2			30.0365						"	"	10	"
7				"	S. E.	2			30.0566						"	"	10	"
8				"	"	2			30.0566						"	"	10	"
9				"	"	1			30.0565						b. c.	str.	8	"
10				"	"	1			30.0665						"	"	8	"
11				"	"	1			30.0567						"	"	8	"
Mid.				"	"	1			30.0567						"	"	8	"

under the command of

Commander Thos F. Jewell, U. S. Navy,
Wednesday May 8th, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced duty 4 a.m.:

Foggy & cool. Calm, & light airs from N.W.

From 4 to 8 a.m.:

fore hold.

Foggy & cool. Light airs from N.W. Broke out

W. Hoggatt

Ensign, U.S.N.

From 8 a.m. to Meridian:

Clear overhead, a light fog on the water. Light air & breeze from S.E. At 9:00 had quarters for muster. Received in the paymasters Dept. for issue to the crew 74 lbs. fresh bread & 9 1/2 lbs. each of beef & vegetables. Engaged in discharging stores & placing them in the Navy Yard Store-houses. Began to whip out the coal in the bunkers.

W. Hoggatt

Ensign, U.S.N.

From Meridian to 4 P.M.:

Clear & pleasant. Light breeze from S.E. by S. to South. Discharging stores. Cleared the bunkers of coal.

H. C. Gearing

Lieut. U.S.N.

From 4 to 8 P.M.:

Clear & pleasant. Light breeze from S.E. by S. & S.E. Sent the boats to the boat-house & landed all the anchors except the port bower. J. Milburn, (P. Marine) returned to the ship 59 hours over time

H. C. Gearing

Lieut. U.S.N.

From 8 P.M. to Midnight

Clear & pleasant. Light airs from S.E.

H. C. Gearing

Lieut. U.S.N.

H. C. Gearing

Lieut. U.S.N.

E. D. Galloway
Lieut. & Navigator.

under the command of

Commander Thos. F. Jewell
Thursday, May 9th

, U. S. Navy,

, 18 89.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 a.m.:

Clear sky & fine weather. Light breeze from S.E.

From 4 to 8 a.m.:

Clear sky & fine weather. Light breeze & air from S.E. Hauled stream, starboard bower & sheet chains on the dock. Received in the paymaster's dept. for issue, to the crew 90 lbs each of fresh beef & vegetables, & 16 lbs of fresh bread.

H. C. Seaming
Lieut. U. S. N.

From 8 a.m. to Meridian:

Clear pleasant weather. Light fog. Light air from East. Engaged discharging stores & rigging, & storing in store house. Steam Cutter was capsized by tilting of boath wagon, falling bottom up against the ship; a large hole was stove in port bilge by guard piling of dock, & smoke pipe, whistle & spare bolts lost overboard. Absent without leave, J. Milburn (P.M.)

H. C. Seaming
Lieut. U. S. N.

From Meridian to 4 P.M.:

Clear, pleasant weather. Light air from S.E. Light breeze from South. Engaged preparing ship to go out of commission. By order of Comdg Officer placed S. S. Sullivan (Ld) in double irons for two days for intoxication & insolence to Superior officers. J. Milburn Returned on board.

B. A. Walling
Lieut. U. S. N.

From 4 to 8 P.M.:

Clear, pleasant weather. Light air from South, & Calms. Engaged preparing ship to go out of commission. At 5:30 mustered at quarters - Sergeant Moynahan & Private Milburn (U. S. M. C.) absent without leave or authority

B. A. Walling
Lieut. U. S. N.

From 8 P.M. to Midnight:

Clear, pleasant weather. Light air from South. By order of Comdg Officer confined F. Wall (P.M.) for safe keeping for intoxication & resisting police authority of the ship.

B. A. Walling
Lieut. U. S. N.

B. A. Walling
Lieut. U. S. N.

Examined and found to be correct.

C. D. Galloway
Lieut. Navigator.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>Ship's Head</i>													
1				<i>S. E. by S.</i>	<i>South</i>	<i>1</i>			<i>29.95</i>	<i>72</i>				<i>G. m.</i>	<i>None.</i>	<i>10</i>	<i>S</i>
2				<i>"</i>	<i>S. W.</i>	<i>1</i>			<i>29.93</i>	<i>70</i>				<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>
3				<i>"</i>	<i>"</i>	<i>1</i>			<i>29.92</i>	<i>70</i>				<i>G. f.</i>	<i>"</i>	<i>10</i>	<i>"</i>
4				<i>"</i>	<i>"</i>	<i>1</i>			<i>29.92</i>	<i>70</i>				<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>
5				<i>"</i>	<i>N. E.</i>	<i>1</i>			<i>29.92</i>	<i>70</i>				<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>
6				<i>"</i>	<i>"</i>	<i>2</i>			<i>29.92</i>	<i>68</i>				<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>
7				<i>"</i>	<i>"</i>	<i>2</i>			<i>29.92</i>	<i>68</i>				<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>
8				<i>"</i>	<i>N. W.</i>	<i>0-1</i>			<i>29.90</i>	<i>67</i>				<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>
9				<i>"</i>	<i>"</i>	<i>0</i>			<i>29.88</i>	<i>67</i>				<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>
10				<i>"</i>	<i>N. W.</i>	<i>2</i>			<i>29.86</i>	<i>71</i>				<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>
11				<i>"</i>	<i>"</i>	<i>2</i>			<i>29.86</i>	<i>75</i>				<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>
Noon.									<i>29.85</i>	<i>78</i>				<i>"</i>	<i>"</i>	<i>10</i>	<i>"</i>

Course and distance made good since preceding noon by observations,

knots.

tenths.

Position at Noon: { Latitude by D. R. ° ' "
 Longitude by D. R. ° ' "
 Latitude by observations of ☉ ° ' "
 Longitude by chronometer from Forenoon Observations of ☉ ° ' "

Position at 8 a. m. { Latitude by ° ' "
 Longitude by ° ' "

Position at 8 P. M. { Latitude by ° ' "
 Longitude by ° ' "

Current during the time, knots tenths per hour, setting to the

Variation of the Compass by Amplitude ☉ observed at Sunrise, ship's head ° ' "

Variation of the Compass by Amplitude ☉ observed at Sunset, ° ' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Variation of the Compass by Azimuth ☉ observed at ° ' "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 375 "

Coal consumed during the preceding 24 hours, tons lbs.

Coal remaining on hand at Noon, " "

P. M.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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under the command of

Commander Theo. F. Jewell,
Friday May 10th

, U. S. Navy,
, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 a. m.:

Clear, pleasant weather with light mist & fog over the river. Light airs from South & S.W.

B. A. Walling
Lieut. U. S. N.

From 4 to 8 a. m.:

Clear, pleasant weather, with light overhanging fog. Light airs & breeze from N. E. Geo. J. Conboy (P. M.) left the ship during the night without leave or authority. Engaged discharging equipment & stores & cleaning ship.

B. A. Walling
Lieut. U. S. N.

From 8 a. m. to Meridian:

Clear & warm; calm, & light breeze from N. W. Under tow of yard tug shifted berth to ordnance dock at 10:30.

Hugh Rodman
Ensign U. S. N.

From Meridian to 4 P. M.:

Clear & hot; light breeze from N. W. Got out battery gun carriages & ammunition. M. Stephenson (P. M.) & J. Moscrop (P. M.) left the ship without permission & refused to obey the orders of the officer of the deck when he ordered them to return.

Hugh Rodman
Ensign U. S. N.

From 4 to 8 P. M.:

Cloudy & overcast; about 6:00 a heavy thunder dust & rain storm broke suddenly, coming from the N. & N. W., but soon passed; the rain continued until 7:00. Shifted berth from ordnance dock to upper boat dock.

Hugh Rodman
Ensign U. S. N.

From 8 P. M. to Midnight:

Overcast, to cloudy, calm.

Hugh Rodman
Ensign U. S. N.

Ed. Galloway
Lieut. & Navigator.

under the command of

Commander Thos. F. Jewell.

, U. S. Navy,

Saturday May 11th

, 1889.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.:

Clear & pleasant; calm.

From 4 to 8 A.M.:

Fair & pleasant; calm.

(Signed) Hugh Rodman Ensign
Ensign U. S. N.

Signed Hugh Rodman Ensign
Ensign, U. S. N.

Same, to merid. merid. to 2 P.M.

Fair & warm engaged cleaning ship preparatory to turning over to Capt. of the yard. At 2 P.M. Capt. J. S. Miceur with Capt. Gard came on board inspected ship & lived Comdr. F. F. Jewell of the charge of the ship. Paid off & discharged crew with the exception of A. Dittmar (sea app. 1c) G. W. Wooman (staff 1c) P. Emory (sea app. 1c) Gen. Schworer (sea app. 1c) and E. L. Conant (ships writer) granted 30 days leave from May 10.

Geo. Heyck (Blu) C. W. Halpin (sea) C. O. Karlson (sea) W. O. Doherty (sea) granted 10 days furlough.

By direction of the Sec. of the Navy. P. A. Eng. J. K. Baulow, Lieut. H. C. Sealing, B. J. Walling, Ensigns Hugh Rodman, W. B. Hoggatt, Asst. Eng. D. E. Redgrave, Minst. Marines R. D. Wadsworth were detached & ordered to proceed to their homes and await orders.

Signed W. B. Hoggatt
Ensign

Surgeon J. A. Hake was detached and ordered home.

The Comdr. & other officers left the ship in charge of Navy yard watchman at 3.30. The log was then closed.

E. D. Galloway

E. D. Galloway
Lieut.

